

# MONTEREY

FRIDAY, 13 AUGUST 2021 5:30 P.M. PST



Sotheby's



**Lot 256**  
2020 McLaren Speedtail





Lot 223  
2011 Ferrari SA Aperta



Sotheby's

# MONTEREY

## LOCATION

Monterey Conference Center  
1 Portola Plaza  
Monterey, California  
United States, 93940

## PUBLIC PREVIEW - \$40 (per person)

Admission to preview is free for onsite bidders, consignors, and qualified media. All noted times are Pacific Time.

<b>Wednesday</b>		11 August 2021		10:00 a.m.–7:00 p.m.
<b>Thursday</b>		12 August 2021		10:00 a.m.–5:00 p.m.
<b>Friday</b>		13 August 2021		10:00 a.m.–4:00 p.m.
<b>Saturday</b>		14 August 2021		10:00 a.m.–4:00 p.m.

## PRIVATE PREVIEW

(Registered bidders and consignors only)

<b>Thursday</b>		12 August 2021		5:00 p.m.–8:00 p.m.
<b>Friday</b>		13 August 2021		4:00 p.m.–9:00 p.m.
<b>Saturday</b>		14 August 2021		4:00 p.m.–9:00 p.m.

## AUCTION

<b>Thursday</b>		12 August 2021		7:00 p.m.
<b>Friday</b>		13 August 2021		5:30 p.m.
<b>Saturday</b>		14 August 2021		5:30 p.m.

## ONSITE BIDDER REGISTRATION – \$400

Onsite bidder registration admits one bidder and one guest to all auction days.

## INTERNET, ABSENTEE, AND TELEPHONE BIDDING REGISTRATION – FREE

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- If registering as a Company, Proof of Company (Incorporation documents, VAT/Tax Number)
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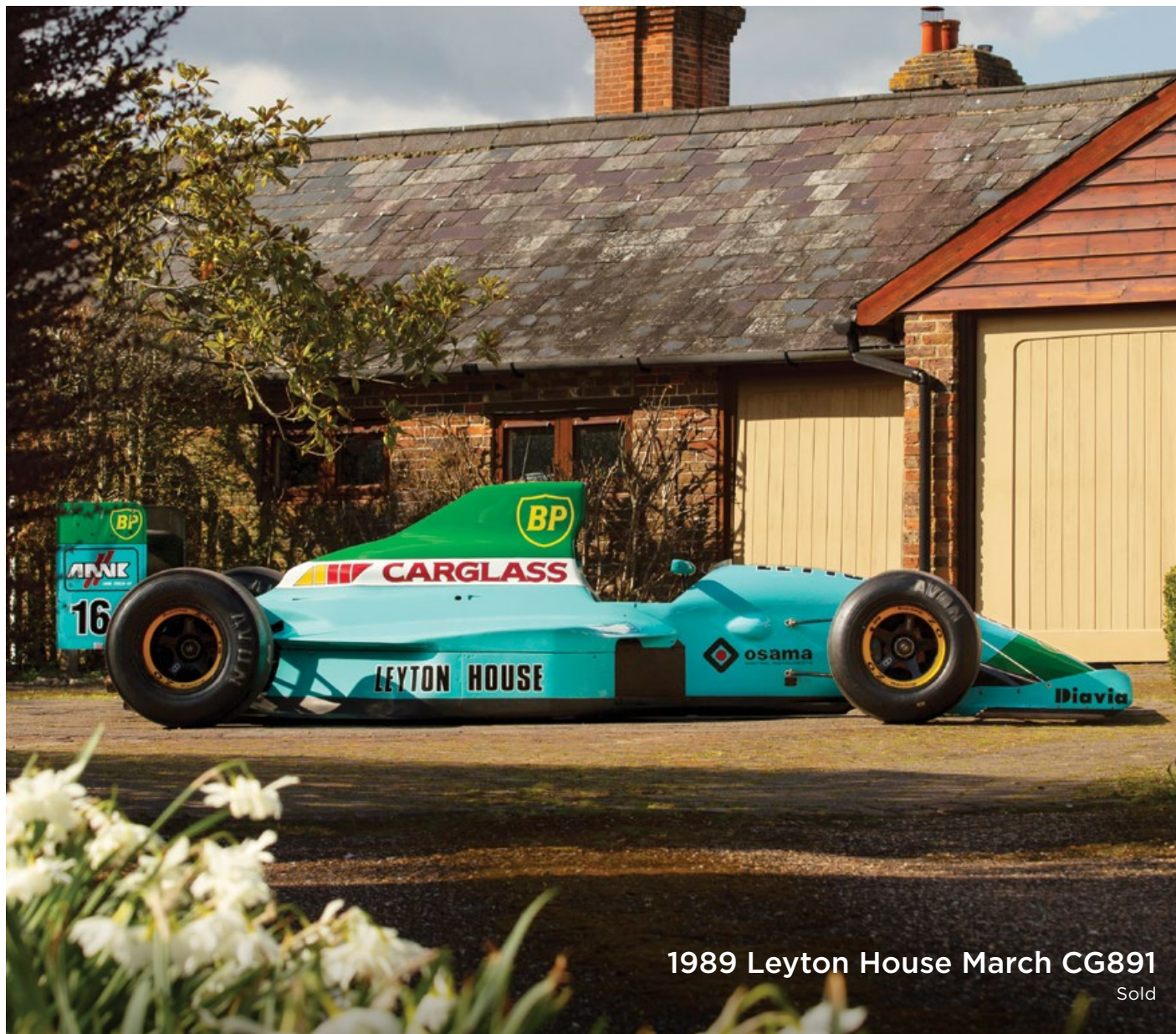
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For inquiries and further information regarding each lot, as well as respective documentation and accompanying parts, please be sure to visit our website or visit an ATK representative onsite at the auction. Our Research team will be happy to help.

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TOLA HOTEL & SPA  
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**R/M Sotheby's**

	Auction
Friday	20 August 2018   12P-4P
Saturday	21 August 2018   10P-4P

	Public Preview
Wednesday	22 August 2018   10AM-4PM
Thursday	23 August 2018   10AM-4PM
Friday	24 August 2018   10AM-4PM

	Private Preview
Friday	24 August 2018   4PM-10PM
Saturday	25 August 2018   10AM-10PM

# GETTING TO MONTEREY

## AIRPORTS

### Monterey Regional Airport (MRY)

200 Fred Kane Drive  
Monterey, California 93940  
*10 minutes by car to the Portola Hotel*

### San Francisco International Airport (SFO)

Highway 101  
San Francisco, California 94128  
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# WHILE IN MONTEREY

## PARKING

Parking at the Portola Hotel is reserved for guests of the hotel. Additional parking is available in Monterey at the following locations:

### City of Monterey East & West Garage

340 Tyler Street (between Del Monte Avenue and Franklin Street East)

### Fisherman's Wharf Lot 1

269 Figueroa Street (located off Del Monte Avenue)

## SHUTTLE SERVICE TO THE PEBBLE BEACH CONCOURS D'ELEGANCE

RM Sotheby's clients are invited to take advantage of our complimentary shuttle service to the Pebble Beach Concours d'Elegance on Sunday, 15 August. The first shuttle will depart the Portola Hotel in Monterey at 9:15 a.m., with additional shuttles scheduled every half hour, with the final collection at 5:45 p.m. The drop-off point at the Pebble Beach Concours d'Elegance is the vintage street clock, located at the drive-entrance to the Pebble Beach Lodge. The final shuttle to bring clients back to the Portola Hotel is scheduled for 5:30 p.m. from Pebble Beach. Clients are asked to show RM bidding or guest credentials to gain access to this shuttle service.

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Sotheby's

# MONTEREY

Friday | 13 August 2021 | 5:30 p.m.

## LOTS 201–274

*Please note that all lot descriptions in this catalogue rely on information provided to RM Sotheby's by external sources including but not limited to consignors, third-party historians, and experts. Please note the bidder is responsible for any and all*

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Lot 230  
1955 Porsche 550 Spyder







201

## F-Racer Junior

**\$30,000 – \$40,000**

OFFERED WITHOUT RESERVE

Scaled-down interpretation of a supercar for children

Powered by 270-cc engine and capable of speeds up to 35 mph

Working dashboard dials and key ignition

The one-of-a-kind F-Racer Junior is approximately 3/4 to scale of a regular car, measuring 2.6 meters by 1.6 meter and weighing in at 250kg. Powered by a 270-cc petrol engine, the children's car can reach speeds of up to 35 mph, though this can be restricted. The powertrain works with a 2:1 reduction gearbox, while mechanical detail extends to independent wishbone suspension with oil-dampened coil shock absorbers, rear differential and braking is achieved with hydraulic discs. Two mini bucket seats are upholstered in high quality cloth material, while the level of detail is carried throughout the interior, featuring key ignition, dashboard dial displays, and a hinged rear lexan screen above the engine. The children's car is branded with an identification plate that notes it is "Chassis 01".







## 1968 Husqvarna Viking 360

202

Accompanied by documentation noting purchase by McQueen's Solar Productions

FRAME NO. MF-1987

Raced in period by Swedish motocross champion Bengt Åberg

Subject to 14-month restoration in 2014

**\$80,000 – \$100,000**

OFFERED WITHOUT RESERVE

The story goes that Steve McQueen's love affair with Husqvarna motorcycles began in 1968 when the movie star sought to find a winning machine that could fulfil his own ambitions on the racetrack. Taking the most direct route, McQueen went to watch the prolific motocross rider Bengt Åberg compete on his new two-stroke Viking 360 at a series of four races in California.

So impressed was he with what he saw, that immediately after watching the third race in Santa Cruz, McQueen's production company, Solar Productions of Los Angeles, made an offer for the Swedish rider's bike, and Åberg finished the rest of the season



on another machine. Åberg went on to win the World Championship on a Husqvarna in 1969 and 1970. The California ownership interest transfer form, dated 18 February 1969, indicates its purchase by McQueen's production company, Solar Productions.

This Viking 360 was subject to a 14-month restoration completed in 2014, addressing both its cosmetics and its mechanical components, including its single-cylinder, two-stroke engine and to a four-speed gearbox. Offered on a Utah title, this Husqvarna is ready for acquisition by its next enthusiastic caretaker.



203

## 1961 Chevrolet Corvair Lakewood 700 Custom

CHASSIS NO. 10735W135309

**\$40,000 – \$50,000**

OFFERED WITHOUT RESERVE

Beautifully restored example with tasteful improvements throughout

Featured in the May 2019 Issue of *Hemmings Classic Car*

Powered by an upgraded 110-hp 164 cu. in. flat-six engine

Wonderful presentation in yellow over tan

This 1961 Chevrolet Corvair Lakewood 700 custom is the concept of Corvair enthusiast Don Magas. Utilizing his knowledge of over 50 years of Corvair experience he set out to build an improved wagon with subtle modifications throughout, creating the best Corvair model. Mr. Magas began with a 1961 Lakewood station wagon he found listed online for sale in California. The car had sat in the desert for nearly 20 years. Mr. Magas purchased the car, shipping it back to his home state of Pennsylvania.

Mr. Magas began by having the body media blasted. Once completed, it was shipped to



Arone Restorations; there, the floors were replaced, bodywork fixed, and the stainless trim pieces were restored. The Corvair was painted a shade similar to a yellow offered in period. The multi-step process included the use of U-Tech epoxy primer, Sikkens Autobase Plus, and two coats of Auto Clear. Following the paint application it was wet sanded, compounded, and polished using 3M products.

The stock 80-horsepower engine was upgraded to a 110-horsepower 164-cubic-inch unit rebuilt and balanced by the Corvair Range in Gettysburg, Pennsylvania. Additional

engine work included an upgraded to electronic ignition and a trombone-style dual exhaust.

A number of suspension modifications were made; most notably, the front lower control arms were upgraded to allow the instillation of a factory anti-roll bar. Further upgrades were made to allow for a 1964-spec transverse leaf spring, which supplements the coils.

The interior is trimmed in tan Naugahyde and features a number of subtle style changes. Mr. Magas carefully selected the right parts to get the desired look and feel, adding 1961 Monza door panel trim, seat bottom tufting inspired by the 1966 Corvair, backrest tufting inspired by the 1963 models, as well as 1964 armrests. The carpet is a Daytona-style weave. Instruments are Auto-Meter electronic units set into a custom panel. Additional interior features include a dash clock and push-button radio.





204

## 2003 Lamborghini Murciélago

CHASSIS NO. ZHWBU16M53LA00747

**\$225,000 – \$275,000**

OFFERED WITHOUT RESERVE

Finished in the uncommon shade of Blue Ely Metallic over a Cream interior

6.2-liter V-12 engine and desirable six-speed gated manual transmission

One of just 424 examples produced in 2003; acquired by the consignor in 2018

Meticulously maintained; accompanied by its factory accoutrements

Lamborghini's successor to the Diablo, and the first new model released under the control of the Volkswagen Group, was the Murciélago. Released in 2001 with deliveries to the United States market beginning the following model year, the Murciélago features a carbon fiber body wrapped around a tubular space frame. The design from Luc Donckerwolke evinces Volkswagen's involvement while

remaining concordant with many earlier Lamborghini models. At speed, the Murciélago automatically deploys a rear spoiler and pair of “bat wings”, which emerge from the rear canopy to improve engine cooling. These “bat wing” cooling panels have carried over to successive generations of this model, and they are among the most distinctive, stylish, and functional features of the Murciélago design.

The 6.2-liter V-12 engine and six-speed gated manual transmission were entirely revised units which were heralded as vast improvements over previous offerings. This standard powerplant configuration was factory rated at 575 horsepower and coupled to an all-wheel drive system; 0-60 mph arrived in just over 3.5 seconds.

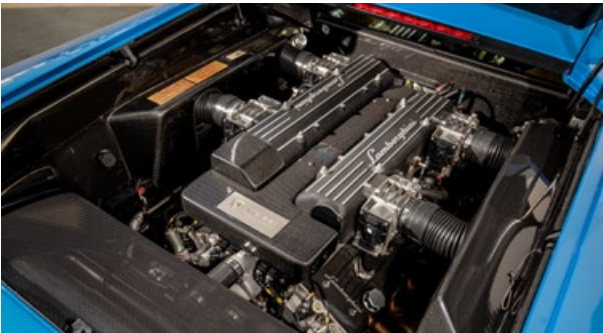
Following years of declining sales, the Murciélago helped breathe life into the struggling manufacturer. It combined all the panache and excitement one would expect from a Lamborghini with the refinement one would expect from a modern vehicle.

Completed at Sant’Agata in June 2003, this attractive Murciélago offered here was delivered new to Florida, and it is one of just

424 examples produced for the model year. It is finished in the supremely rare and desirable factory shade of Blue Ely Metallic over a Cream leather interior. The dark blue dashboard is permeated with red contrast stitching, and the factory radio, CD changer, and carpet pads have all been retained.

The car was retained by at least two consecutive previous owners in Florida, from whom the consignor acquired the car in November 2017, then indicating 12,900 miles. Service invoices which accompany the sale illustrate regular maintenance performed by authorized Lamborghini facilities in Florida, and more recently, Texas.

At the time of cataloguing, this Murciélago indicates just north of 14,050 miles, of which a mere 1,150 have been added by the consignor over the past four years. The car is now offered with its factory literature, manuals, tools, keys, service invoices, and factory canister of tire repair foam. Six-speed Murciélagos have long been in demand for the analog driving experience they provide, and this example—offered in its rare factory color combination—begs to be exercised on the open road.





205

## 1951 Allard J2

CHASSIS NO. 99J 1787

**\$225,000 – \$275,000**

One of approximately 90 examples produced; delivered to the West Coast and raced in-period

Upgraded in-period with a Corvette 283-cu. in. V-8 and Corvette gearbox

A nicely presented restoration with thoughtful competition-focused improvements

Ideal for vintage competition events and rallies worldwide

Accompanied by the original build order and factory build sheets

Sydney Allard developed the mighty J2 specifically to break into the burgeoning American sports racing car market. Open-road racing on public streets exploded in popularity the United States in the late 1940s, as returning servicemen went seeking their next thrill. The lightweight J2 roadster, typically delivered to American customers sans engine, was ready to accept any number

of mighty and plentiful “Yank” V-8s; it quickly became a dominant force in motorsport. The robust chassis featured a de Dion rear axle, large Alfin drum brakes, and a revised version of Allard’s signature split front axle, designed by Les Bellamy. While the J2 was undoubtedly fast, it also had a reputation for wild handling, and it often took a caliber of a driver like John Fitch, Carroll Shelby, or Phil Hill to tame it on the narrow, undulating, and downright dangerous racecourses of the day.

This 1951 J2, chassis number 99J 1787, was invoiced by the factory on 29 August 1950. Build records on file show it was

prepared to accept a Cadillac V-8 and finished in silver over natural leather upholstery. The order also specified provisions for a Ford gearbox as well as a strengthened chassis. Once completed, the rolling chassis was dispatched to Bell Auto Parts, the selling dealer in California and an early speed shop. By the 1950s, Bell’s new owner Roy Richter developed a highly successful mail-order business and founded such legendary names as Bell Helmets and Cragar Industries. Richter and his crew installed the Cadillac motor and prepared the Allard for competition; it spent its early days racing extensively in various West Coast events, with its owner James Chapman at the helm.



Early in this car's life, Mr. Chapman had the original split front axle replaced with a solid axle to improve the car's handling on undulating circuits. The J2 continued to race through the 1950s, and it is believed Mr. Chapman sold it sometime around 1956. In 1962, while in the care of its next owner, the original Cadillac engine was replaced with a lighter and more compact Chevrolet 283-cubic-inch V-8 and four-speed gearbox lifted from a 1957 Corvette. The solid-axle configuration and the Chevrolet

283 remain with the car to this day and are integral to its unique history.

As offered today, 99J 1787 is in fine order throughout. It was restored in the late 1990s under the ownership of collector and vintage racer Jimmy Dobbs, and the high quality of this well-preserved restoration is apparent. Its purposeful cabin features Stewart Warner gauges, with a Moon Eyes tachometer





just ahead of the driver; its leather upholstery displays the patina of use. Body fittings consist of the correct oval air outlets, polished stone guards on the rear wing, Monza fuel filler, and single side-mount spare wheel. Twin Perspex aero screens help keep the bugs out of your teeth while on the move, and a chrome Ray Dot mirror lets you keep tabs on everyone you have just passed. Rolling stock consists of excellent chrome knock-off wire wheels fitted with Vredestein Sprint Classic radials.

No expense was spared in sorting the chassis for racing. This includes a re-engineered DeDion axle that is updated with a Jaguar E-Type differential, modern-style open drive shaft in place of the torque tube, and adjustable Heim joints. The modified

solid front axle uses a transverse leaf spring, integrated steering stabilizer, and more Heim joints for fine-tuning. Alfin drum brakes and modern Carrera dampers at all four corners round out the well-developed setup. Notably, there is also an on-board fire suppression system, as required for many forms of vintage motorsport. The J2 was subsequently owned by noted collector Jim Taylor.

Raced in-period, presented with a pleasingly mellowed restoration boasting impressive mechanical updates, and with history of ownership by sports car connoisseurs, this J2 is an extremely well-sorted and fast car suitable for competitive vintage racing or for entry into any number of rallies and spirited touring events worldwide.





206

## 1966 Ferrari 330 GT 2+2 Series II

COACHWORK BY PININFARINA

CHASSIS NO. **9017**  
ENGINE NO. **9017**  
GEARBOX NO. **197/66**  
DIFFERENTIAL NO. **446/65**

**\$250,000 – \$300,000**

The Ferrari 330 GT 2+2 Series II represents an outstanding blend of inspired performance, understated luxury, and sophisticated Italian design. A refinement of the initial 330 GT introduced in 1964, second series sported elegant Pininfarina bodywork with dual headlamps (versus the quad-headlamp setup worn by earlier cars) and gained a five-speed transmission, compared to the prior car's four speeds with overdrive. At its heart, however, remained the enticing 296-horsepower

Stylish and powerful; the best of midcentury Italian grand touring

One of just 460 second series examples produced between 1965-1967

Delivered new via the famed Ferrari importer Luigi Chinetti Motors

Finished in Rosso Corsa over Nero leather

Benefits from a previous restoration

Equipped from new with air conditioning and power windows and steering

Documented by marque historian Marcel Massini

4.0-liter Colombo V-12, enabling fortunate owners to cross great distances with both speed and style. Between 1965 and 1967, just 460 such Series II examples were produced by Maranello, a slightly smaller production run than the preceding Series I.

Imported and sold when new via the storied Luigi Chinetti Motors of Greenwich, Connecticut in November 1966, this US-market 330 GT was originally finished in Bianco Saratoga over

a Rosso Connolly leather interior. It was fitted from new with power steering and windows and air conditioning, desirable features that emphasized the model's status as a capable, yet comfortable grand tourer.

Chassis 9017's first owner is recorded as a Mr. Robert Viola of New York, New York; its subsequent ownership history is presently unknown until 1995, when the car was listed for sale in Beverly Hills, California. In 2000,

the 330 GT was purchased by Florida-based Ferrari restorer Marco Piehl. Shortly thereafter, Piehl treated the car to a reported frame-off restoration and refinished it in the classic color scheme of Rosso Corsa over a Nero leather interior with red carpets. Emerging from its restoration, Piehl exhibited 9017 at Cavallino Classics XI-XIII from 2002 through 2004, earning two Gold awards and an esteemed Platinum award.

Acquired from Piehl by the consignor in 2004, the car moved to Canada. Thereafter, its 4.0-liter V-12 engine was completely rebuilt

by Ferrari of Ontario. Since 2010, the car has remained carefully preserved, and sparingly enjoyed in its post-restoration condition. Many of the car's major components are match to those noted on documentation supplied by marque historian Marcel Massini.

As presented today, this gently patinated, award-winning 330 GT sits upon a tidy set of 15-inch wire wheels wrapped in Michelin Harmony tires. This grand touring Ferrari offers room for four and is certainly an exclusive, yet more practical alternative to the race-bred Ferraris of the time.





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## 1993 Jaguar XJ220

CHASSIS NO. SAJJEAX8AX220686  
ENGINE NO. 6A 10113 SB  
BODY NO. 215

**\$450,000 – \$550,000**

A beautifully presented example of Jaguar's celebrated 200-plus mph supercar  
Driven only 6,837 kilometers (~4,249 miles) at time of cataloguing

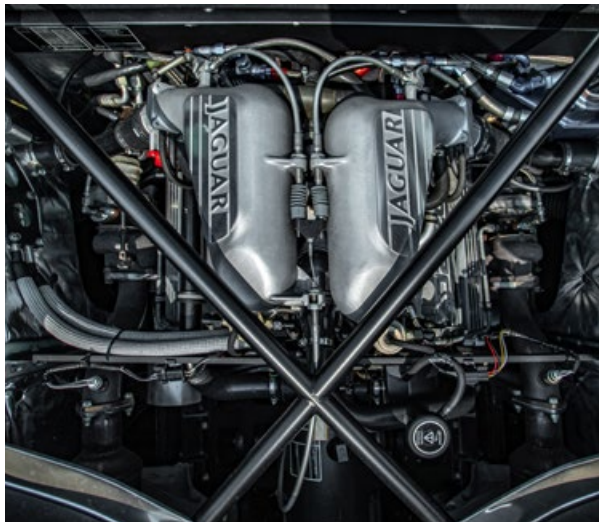
Comprehensive mechanical service by Jaguar Heritage in  
2016, including fuel bladder replacement

Documented with detailed invoice from Jaguar Heritage; accompanied by JDHT certificate  
Exquisite exterior design and competition-bred turbocharged V-6 engine



At one time distinguished as the world's fastest production automobile, the Jaguar XJ220 humbly began as the pet project of a number of Coventry's design staff, who were soon dubbed the Saturday Club for their efforts after regular business hours. Director of product engineering Jim Randall conceptualized the model as an extension of the successful XJR sports racers, originally envisioning a dual-purpose V-12-powered Group B car with all-wheel drive capable of competing with the Ferrari F40 and Porsche 959.

A prototype presented at the 1988 Birmingham International Motor Show received unanimous praise, and customer interest skyrocketed. But Jaguar was not in the habit of building supercars, and the timing of Ford's acquisition of the British boutique led to a conflict in corporate priorities. Build of the XJ220 was therefore eventually delegated to Jaguar Sport, the subsidiary racing company that the marque had created in tandem with Tom Walkinshaw Racing (TWR), the competition concern responsible for the latest evolution of XJR race cars.



TWR had created a new power plant for the XJR-11 racer of 1989, a 542-horsepower, all-alloy turbocharged V-6 that was developed from Austin-Rover's Group B rally car. This turbo V-6, dubbed the JV6, was chosen to be the new power plant for the XJ220, and the motor's diminutive volume and size allowed it to be neatly packaged amidships within slippery aluminum coachwork penned by Jaguar Design's Keith Helfet. Entering production in 1992, the XJ220 was named for its projected top speed, 220 mph, which was very nearly achieved in a time trial on the high-bank test track in Nardo, Italy. The model proved quicker to 60 mph than both the F40 and Lamborghini Diablo (at 3.7 seconds) and even set a new lap record for a production car at the Nürburgring.

Fewer than 300 examples of the XJ220 were built through 1994, at which point the program was canceled in the wake of the collapse of the supercar market. Rightly viewed as the spiritual descendent of important sports-racing Jaguars like the XKSS and XJ13, the XJ220 forever captured the imagination of supercar enthusiasts with its sublime curves and low roof. It remains a unique favorite among marque enthusiasts today.

According to a trace certificate from the Jaguar Daimler Heritage Trust, chassis number 220686 completed assembly in late September 1993, finished in Spa Silver and trimmed in Smoke Gray. Reportedly imported and federalized by an enthusiast





residing in Connecticut, the XJ220 was later sold into a prominent collection of European sports cars.

The CARFAX report clarifies that the Jaguar was owned by a Florida-based enthusiast by 2004, and upon servicing a year later, the odometer displayed 4,654 kilometers. By mid-2008 the XJ220 was acquired by collector Jim Taylor of New York, and he retained possession through January 2009, at which point it entered a large private collection. The beautifully presented supercar was submitted to Jaguar Heritage for comprehensive servicing in 2016, including replacement of the fuel bladders, for which the invoice is included on file, totaling nearly £86,000 (~\$105,000 USD).

Fully prepared to be regularly driven, most recently, the Jaguar was fitted with a correct set of new XJ220 tires; the originals also

accompany the car. It was subsequently acquired by the consignor in 2020 who, in keeping with his predecessors, carefully stored and tended to the XJ220 while accruing only a handful of miles.

Currently displaying 6,837 kilometers (~4,249 miles) at time of cataloguing, this exquisite XJ220 is a minimally driven example characterized by exceptional quality. It is one of only a handful of turnkey examples, and one of fewer which have been comprehensively serviced both mechanically and cosmetically by Jaguar Heritage. It would make a fantastic complement to any supercar gathering or Jaguar collection, offering the distilled and highly developed vision of the Saturday Club, with build executed by the company's potent motorsports division. Chassis no. 220686 is ideal for display at concours d'elegance and supercar exhibitions or may be admired for its voluptuous design within the confines of any private collection.



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## 1956 Mercedes-Benz 190 SL

CHASSIS NO. **121.040.6502563**  
ENGINE NO. **121.921.6502615**  
BODY NO. **A121.040.6500667**

**\$140,000 – \$160,000**

OFFERED WITHOUT RESERVE

Beautifully finished in striking Ice Green over a dark green interior

Nicely presented concours restoration performed in The Netherlands

Retains matching-numbers chassis, engine, and body

Accompanied by factory hardtop, manuals, tools, and copy of data card

Following the success of the 300 SL coupe and roadster, Mercedes-Benz's United States importer, Max Hoffman, suggested that a similarly styled, less costly alternative might be successful. The resulting car was the 190 SL, and it featured styling that was derived from its elder sibling, which many an enthusiast adored but only few could afford. The car proved popular with the public at the

1954 New York Auto Show, and it remained in strong demand throughout its nine-year production run.

The 190 SL was powered by a 1.9-liter inline four-cylinder with twin Solex carburetors. Producing 120 horsepower, it offered a top speed of over 105 mph. The 190 SL was well-suited for touring, as it featured

copious amounts of luggage space, despite having a convertible top. Top-down cruising was effortless, and both the driver and passenger could arrive at their destination ready for whatever was in store for them after a day-long drive.

Much of this 190 SL's early life was reportedly spent in the ownership of one family in



California. Subsequently, it was shipped to The Netherlands, where it received a comprehensive concours restoration to exacting specifications. Having seen little use under the care of its next owners, this delightful roadster has accrued only limited mileage and still presents in excellent condition throughout; it includes a matching hardtop as well as its manuals and tools.

Acquired by the consignor in 2018, this 190 SL has reportedly benefitted from the installation of a new cylinder head, as well as engine tuning to ensure proper operation on tours—a task for which the 190 SL is eminently suitable.

The fact that the 190 SL was both stunning to behold and quite practical for real-world use helped to seal the deal for well-heeled buyers when new; more than 26,000 examples found owners during the 190 SL's production run from 1955 to 1963, and they are very well regarded to this day. This particular 190 SL is in outstanding condition, as it has traveled limited miles since the completion of its full European restoration, and it would surely attract plenty of attention at any Mercedes-Benz club event.





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## 1966 Shelby GT350 H

CHASSIS NO. SFM 6S568

**\$250,000 – \$300,000**

OFFERED WITHOUT RESERVE

The legendary Hertz “Rent-A-Racer”

One of 85 early examples delivered with a four-speed manual transmission

Impeccably restored and maintained in show-quality condition

Delivered to Hertz in St. Louis, Missouri

Finished in Hertz’s iconic black and gold livery

Documented in the SAAC registry

The original Shelby GT350 proved such a success that in September 1965, Shelby made a deal with the Hertz rental car company to offer his hopped-up Mustang as part of Hertz's new Sports Car Club, cleverly promoting the new Shelby through what amounted to paid test drives by potential buyers. A total of 1,000 of the GT350 H models, most of which were finished in black with distinctive gold Le Mans stripes, were supplied to Hertz in 1966. It was not uncommon for the cars to be returned after a weekend rental with signs of racing numbers still on the doors.

Of the initial order of 150 cars, the most desirable GT350 Hs are the 85 examples that were originally delivered with a four-speed manual transmission. Hertz quickly notified Shelby that not everyone could drive a stick—not to mention clutches that also required replacement at an alarming rate—and so the remaining 850 cars after the initial delivery batch all featured automatic transmissions.

Chassis number SFM 6S568 is confirmed by the 1966 Shelby Registry to have been born as one of these rarified four-speed examples, and finished in black. It was ordered by Hertz on 15 November 1965 and shipped to Riesmeyer Motor Co. in Crestwood, Missouri, on 28 December 1965 for dealer prep, then delivered to Hertz in St. Louis, Missouri. The rental firm was invoiced \$3,547, plus additional cost for a radio, brake booster, and chrome Magnum 500 wheels, for a total of \$3,767.40. Upon arrival on 7 January 1966 the antenna required replacing as it had bent in shipping. On 13 January 1966 issues with the hood necessitated it being refinished.

The GT350 was eventually sold by Hertz to the general public. It is believed that this car remained in Missouri until approximately 2006 under various owners. The Shelby would eventually find its way to California and then Florida before being purchased by current ownership from Southern California in early 2014.





Today the GT350 H presents beautifully, having benefitted from a meticulous show-quality restoration overseen by Shelby GT350 expert Steve Beck of Checkpoint Automotive and completed in October 2020. Inspection reveals that beneath the fender tag is the original confidential VIN as confirmed by the Shelby American Automobile Club. The 289 "K-code" Hi-Performance engine is believed to be the original powerplant with proper stamping, backed by a correct-type aluminum T-10 transmission, and the rear axle is the correct nine-inch unit. The interior features three-

inch lap belts, Ford push-button radio, a wood-rimmed steering wheel, and a dash-mounted Cobra tachometer. Included is a full-size spare in the trunk, as well as an accompanying glove box door appropriately signed by Carroll Shelby.

This memorable show ready Hertz "Rent-A-Racer" is a highly prized and rare example from a favorite chapter in the fabled history of the Shelby GT350.





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## 1974 Jaguar E-Type Series 3 V-12 Roadster

CHASSIS NO. **UE 1S 25885 BW**

**\$150,000 – \$200,000**

OFFERED WITHOUT RESERVE

The final year of the final regular-production E-Type Roadster

Finished in Regency Red over beige leather with a black top

Equipped from the factory with automatic transmission, center-locking chrome wire wheels, air conditioning, power steering, power brakes, Smiths instrumentation, and AM/FM radio with cassette player

Accompanied by color-matched hardtop, JDHT certificate

The evolution of the renowned Jaguar E-Type culminated in a truly lovely driver's car, equal parts sporting and luxurious. Demand from United States customers, who loved the six-cylinder sports car but wanted more interior room and refinements like air conditioning, drove Jaguar to update the E-Type. Jaguar's engine team, meanwhile, was developing a more refined version of the V-12 that had been destined for Le Mans.

The firm's technical director, William Heynes, pushed for the new engine to feature in an extensively redesigned E-Type—and when

the Series 3 launched in 1971, it boasted the world's only mass-production V-12 at the time, and the first to come to market in more than 20 years. Significantly, it was also Jaguar's first new engine since the debut of the XK 120 in 1948. Rated at 272 horsepower, Jaguar claimed the new 5.3-liter V-12 propelled the roadster from 0 to 60 mph in 6.4 seconds and to a top speed of 146 mph. Generating far greater torque than the earlier straight six-cylinder engine, the V-12 more than compensated for decreases in output due to stricter emissions controls in the Series 2 E-Types.

Jaguar only produced the Series 3 in two body styles, the 2+2 coupe and the roadster. Additionally, the roadster adopted the longer wheelbase of the 2+2, making for a larger, more comfortable cabin. The Series 3 featured a wider track, wider wheels and tires, flared wheel arches, a cross-slatted front grille, power steering as standard, and more powerful brakes.

This Series 3 E-Type benefits from a previous concours-quality restoration. It was said to have been purchased from an estate in Satellite Beach, Florida in December 1981 with only 72

miles showing on the odometer. Given its pristine condition at the time, it won first in the Jaguar class and first in the British class at the Orange County Classic Car Show shortly thereafter.

In 1989, it is believed to have been sold and shipped to Puerto Rico, where it is said to have exchanged hands again, before being sold to a collector. In 2010, the collector commissioned Kat Kare Motorworks of Puerto Rico, a Jaguar authorized repair facility, for a complete restoration overseen by shop owner and noted Jaguar expert Jamie Del Valle.

Refinished in its original color scheme of Regency Red over beige leather, this Series 3 E-Type features a number of factory options, including an automatic transmission, center-locking chrome wire wheels, color-matched hardtop, air conditioning and heating, power-assisted rack-and-pinion steering, power-assisted four-wheel disc brakes, Smiths instrumentation, and AM/FM radio with cassette player. It is accompanied by factory manuals, spare tire, jack and tool kit. Following its expert restoration, it appears to be among the finest examples of its kind.





**211**

## 1988 Porsche 911 Turbo 'Flat-Nose' Coupe

CHASSIS NO. **WPOJB0930JS050432**  
ENGINE NO. **68J00688**

**\$200,000 – \$240,000**

Highly desirable factory "Flat-Nose" Coupe

Showing fewer than 7,600 miles  
at time of cataloguing

Finished in Guards Red over black leather

Equipped from the factory with "Slant Nose,"  
Blaupunkt radio cassette player, limited-  
slip differential, sunroof, alarm system,  
and luggage compartment velour carpet

In 1982, Porsche racing sponsors requested that the German automaker's Exclusiv Manufaktur—sometimes called "*Sunderwunsch*" or "Special Wishes"—program create a unique road car that looked like the world-beating Type 935 racer. The resulting bodywork indeed bore a close resemblance to the aerodynamic 935, with louvered steel front fenders made flush with



the hood and fitted with retractable headlamps. The rocker panels were boxed and extended to meet the widened rear quarter panels, which contained new brake-cooling vents with side strakes and an electric fan for additional oil cooling. Wider wheels and tires were fitted at both ends.

Within months, Porsche was overcome with customer requests for the 935-inspired “Flat-Nose” treatment. Unsurprisingly, these cars were typically optioned by only the wealthiest clientele, and with many additional factory upgrades. In 1987, Porsche finally added the North American Flat-Nose package, known as M505, to the factory catalog, and 200 examples were produced for the model year.

This example is finished in Guards Red over black leather and showed less than 7,600 miles on the odometer at time of cataloguing. It was optioned from the factory with a Blaupunkt radio cassette player, limited-slip differential, sunroof, alarm system, and luggage compartment velour carpeting. With this list of desirable factory options, such low miles, and its excellent condition, this is a superb example coveted by any Porsche collector or enthusiast. It is accompanied by the factory manual and maintenance books in a plastic case, a spare, a tool kit, and an air compressor tire inflator.





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## 1988 Porsche 911 Turbo 'Flat-Nose' Cabriolet

CHASSIS NO. **WPOEB0935JS070502**  
ENGINE NO. **68J01205**

**\$300,000 – \$400,000**

Highly desirable factory "Flat-Nose" Cabriolet

Showing just 3,501 miles at time of cataloguing

Retains numbers-matching engine

Finished in Guards Red over black leather with color-matched Fuchs wheels

Equipped from the factory with "Slant Nose," Blaupunkt radio cassette player, limited-slip differential, power-operated soft top, and alarm system

Accompanied by Porsche Certificate of Authenticity, manuals, tools, and tonneau cover

When Porsche was told that it could no longer bring the Type 930 turbocharged version of the 911 into the United States after 1979 because it could not meet tough new emissions regulations, production nearly ceased. After a six-year hiatus and the development of a new electronic engine management system to control exhaust emissions, Porsche brought the 911 Turbo back to the U.S. market.

In that same period, a number of wealthy clients asked the factory to create street-legal versions of the brilliant 935 Group 5 race car under its Special Wishes Program (*Sonderwunsch Programm*), now called Porsche Exclusive Manufaktur. They featured a flat, aerodynamic nose with retractable headlights, widened and louvered front fenders, more muscular rear quarters with air intakes, extended and boxed rocker panels, an additional oil cooler, and a large rear spoiler, which housed an intercooler atop the engine lid. After the 930 returned to the U.S. market in 1986, Porsche formalized the “slant nose” design the following year, with option number 505, also known as the 930S, for the U.S. market, and option 506 for the “Rest of the World,”

as Porsche called it. This option code could be ordered for an additional \$23,244.

The “Flat-Nose” 911 Turbo Cabriolet offered here has a numbers-matching engine and showed just 3,501 miles on the odometer at time of cataloguing, making it a superb example of such a rare and highly desirable 930 variant. An accompanying Porsche Certificate of Authenticity shows that its production was completed on 15 June, 1988, and that it left the factory finished in Guards Red over a black leather interior. Its Fuchs wheels are color matched to the stunning exterior paintwork. Besides the “Slant Nose” option, as designated on the certificate of authenticity, this 911 Turbo Cabriolet was also equipped from the factory with a power-operated soft top, limited-slip differential, Blaupunkt radio cassette player, and alarm system.

In addition to the Porsche Certificate Authenticity, it is accompanied by a tonneau cover, factory manual and maintenance books in a plastic case, a spare, a tool kit, and an air compressor tire inflator.





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## 1973 BMW 3.0 CS

CHASSIS NO. 2250475

**\$150,000 – \$200,000**

OFFERED WITHOUT RESERVE

Desirable “M”-powered 1970s BMW E9 coupe with bodywork by Karmann

Modified for performance and featuring a retrimmed interior

Up-rated motor installed alongside conversion to five-speed manual transmission

Participated in the 2020 running of the Copperstate 1000

With its straight-six, 3.0-liter M30 engine and angular yet attractive coupe looks, it could be argued that the E9 series by BMW was ahead of its time. The first iteration of the E9 lineage, the 2800 CS, was revealed in 1969 with a notably largened wheelbase and length compared to previous BMWs, making space for the impressive powertrain. The 3.0 CS and CSi followed in 1971, adding more power than the earlier E9.

This example, chassis no. 2250475, is a 3.0 CS model that shows the famous "M" logo upon its engine, coupled with a manual shifter. Bodywork of every E9 was built by Karmann, evident on this example with a karosserie identification tag on display. The BMW is finished in metallic blue over an interior that was retrimmed in tan leather by Cook's Upholstery, Redwood City, California, in 2004, at which point a CSL steering wheel was added. In 2005, a custom stainless-steel exhaust was fitted. The car is presented with a tool kit and service history that documents large parts of the car's history.

Notably, the mechanics of the car were overhauled with the installation of a BMW S38B38 motor and a rebuilt five-speed transmission from a European-spec M5. The engine gained performance upgrades by Koala Motorsports of Ohio, featuring a 3.8-liter stroker kit, custom connecting rods and piston heads from Memphis Motorworks for a claimed potential of more than

400 bhp. It also received a limited slip differential from an E30 M3. The transmission conversion was carried out by La Jolla Independent in California to the cost of over \$9,000. Since 2003, service and upgrades have been performed by noted BMW shop, Bavarian Professionals in Oakland, California, with invoices exceeding \$20,000. The car was sold to its incumbent owner in December 2013, remaining in California.

Under current ownership the car continued to receive small upgrades and improvements including the Alpina-look alloy wheels supplied by Coupe King of Long Beach, California, in addition to brake upgrades, new custom-wound coil springs, a lightweight battery, stereo upgrade with Bluetooth connectivity, and replacement window motors from a 328i, addressing a common issue with the E9. The vehicle participated in the 2020 running of the Copperstate 1000.





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## 1951 Porsche 356 'Split-Window' Coupe

COACHWORK BY REUTTER

CHASSIS NO. 11260  
ENGINE NO. 40274

**\$400,000 – \$450,000**

Very early "pre-A" split-window coupe

Detailed restoration to original specification; finished in its original factory color of Maroon

Upgraded with a correct Type 528 1500 Super engine

Fitted with rare period Telefunken radio

Accompanied by copy of original factory Kardex and Hazet tool set

Of the roughly 78,000 356s that were built during Porsche's 15-year production run of the iconic model from 1950 to 1965, those that are considered the purest and most sought after are the earliest cars, as they remain most faithful to the marque's original design. When assessing that production run, it is clear 1951 was a big year for both Porsche and the 356.

On 21 March, Porsche produced its 500th vehicle, quite an accomplishment for a relatively small manufacturer at the time. Even more impressive, however, was that by the end of the year it would double that figure, with 1,103 vehicles built in total wearing the Porsche badge. It was clear that the 356 had made a positive impact on its customers and that the brand was beginning to cement its reputation worldwide.

One of the notable features introduced in 1951 was the new 1.3-liter pushrod engine. It boasted a two-piece Volkswagen crankcase with a forged steel crankshaft and light alloy cylinder barrels. When compared to its 1.1-liter predecessor with cast iron cylinders, this saved a tremendous amount of weight—12 pounds to be precise—and offered 44 brake horsepower (compared to 35 brake horsepower). This was implemented in production in

March 1951 and would be followed once more by another slightly larger engine, the 1.5-liter four-cylinder, which was introduced in October of that year. For 1951, all models boasted leading shoe front brakes with finned drums. Notably, this would be the last year for the now-iconic “split-window” windscreen and the more streamlined bumpers fitted tightly to the body to accentuate style and aid aerodynamics.

The Porsche 356 presented here is a very early European coupe. Featuring the split windscreen and body-to-bumper styling, it was delivered new to the Schmidt & Koch dealership in Bremen, Germany in 1951. A copy of the original factory Kardex confirms it was finished in maroon with a grey interior. It later passed to Tom Birch in the early 1970s, a leading member of the 356 split-window registry and a key figure in helping preserve the early cars. He used it as his daily driver until the 1980s when it passed to Jim Jenks, founder of the famous Ocean Pacific surf clothing and apparel company.

The next owner, Dieter Vongehr, had founded a specialist Porsche garage in San Diego and was a high-profile member of the Porsche Club of America. He carried out a sympathetic







restoration and upgraded the engine to a correct-type, but slightly later, 1500 Super unit from 1953. The car is also fitted with the correct “crashbox” transaxle. It then passed to the Ingram Collection in Durham, North Carolina, which contains perhaps the finest examples of Porsche cars outside of the factory museum.

A subsequent owner sent the car to Emory Motorsports, which has restored Porsche Works cars—including the 1951 Le Mans-winner. The firm was tasked with returning the car to its original period specification down to the last detail. Their meticulous work included commissioning Autobahn Interiors to recreate the

seats and doorcards based on original Reutter factory records. It features the correct grey vinyl and cloth seats with close-woven carpets. Dominating the dashboard is the correct, period, six-volt Telefunken ID51 tube radio with AM and SW, programmable by ivory pre-selective pushbuttons. It also features the early steering wheel, which is unadorned by the Porsche emblem found on the later cars. Affixed to the spare wheel is also a rare Hazet tool set.

Cherished by a series of marque connoisseurs, this 356 is perfect for historic touring events and ideal for a collector seeking a very early example of the Stuttgart split-window cars.





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## 2007 Mercedes-Benz SLR McLaren 722 Edition

CHASSIS NO. WDDAJ76F27M001326

**\$625,000 – \$675,000**

One of 150 built; the ultimate mix of supercar and grand tourer

Showing fewer than 3,800 miles at time of cataloging

641-horsepower 5.4-liter supercharged V-8 engine

Features unique to the 722 Edition include lowered suspension, special 19-inch wheels, larger carbon-ceramic brakes, and carbon-fiber front splitter

Finished in Crystal Antimon Grey Metallic over black leather and Alcantara with carbon-fiber trim and red contrast stitching



Instead of creating an uncompromising supercar, Mercedes-Benz and McLaren pursued a different route. Eschewing the rear-mid-engine formula, they devised a front-mid-engine layout. This not only allowed near-perfect weight distribution, but also gave the car a more spacious cabin and trunk, making it more practical and usable than its competitors. It also created dazzling proportions, with a long, sculpted hood and an impressive dash-to-axle ratio, necessary to accommodate the Mercedes-built 5.4-liter supercharged V-8 nestled entirely behind the front axle. Supremely engineered and manufactured to incredible standards at McLaren's facilities in Woking, United Kingdom, the SLR boasted superlative performance, luxury, and comfort in equal measure, making it the ultimate mix of supercar and grand tourer. And with unique gullwing doors, its spectacle persists even when parked.

Few partnerships in the automotive world have been more fruitful than that of Mercedes-Benz and McLaren. Mercedes-Benz started supplying engines to McLaren for Formula 1 in the mid-1990s, and over the course of the following two decades, McLaren racked up numerous victories. The Mercedes-Benz SLR McLaren emerged after the partnership deepened in 2000, when Daimler AG acquired 40 percent of the McLaren Group (which it later divested after the two companies eventually parted ways). The SLR was introduced in November 2003, a time when the Ferrari Enzo was set to do battle with the Porsche Carrera GT. Given McLaren's aspirations to manufacture road cars of its own, the SLR would end up being the two companies' first and only road car together, which only serves to heighten its mystique.







Following feedback from discerning clients who craved an even sportier SLR, Mercedes-Benz introduced the 722 Edition in 2007, named in honor of noted racing legend Stirling Moss's incredible win at the 1955 Mille Miglia in a Mercedes-Benz 300 SLR numbered 722. The SLR 722 Edition was limited to just 150 units, and only about 25 are believed to have been brought to North America.

With more than 300 modified components, nearly every aspect of the SLR was upgraded for the 722 Edition. Power rose from 617 to 641 horsepower, the 0-60 time dropped to 3.6 seconds, ride height was lowered by 10 millimeters, new 19-inch alloy wheels were developed to fit larger carbon-ceramic brake rotors, and a new carbon-fiber front splitter increased front downforce by 128 percent. Incredibly, despite the significant downforce increase, the drag coefficient of the 722 also decreased. Alcantara and carbon fiber replaced much of the leather and aluminum trim

throughout the interior, giving the car a sportier, more exotic feel. Compared to its rivals, most significantly the Ferrari Enzo and Porsche Carrera GT, the 722 Edition represents breathtaking performance, exclusivity, and tremendous value in a stunning yet eminently usable package that can be easily driven and enjoyed.

The example offered here was released from the factory July 2007 and delivered to the United States in April 2007. With fewer than 3,800 miles showing on the odometer at cataloguing time, it has been driven sparingly. It is finished in Crystal Antimon Grey Metallic over Black/Anthracite leather. The carbon-fiber seats were specified from the factory in the extra-large size and feature Alcantara inserts. Red seatbelts complement similarly colored contrast stitching throughout the cabin, which also features carbon-fiber trim. The car was equipped from the factory with the Sports Package and CD changer. It is accompanied by factory manuals in a leather case and two key fobs.



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## 1970 Ferrari 365 GT 2+2

COACHWORK BY PININFARINA

CHASSIS NO. 12989

**\$200,000 – \$250,000**

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1971.

The 556th of 809 examples produced between 1968 and 1971

Delivered new to Montreal, Quebec

Finished in Rosso Corsa over Nero leather

Documented by marque historian Marcel Massini; accompanied by tools

Introduced by Ferrari at the Paris Salon in 1967, the 365 GT 2+2 was the marque's largest and most luxurious model to date, carrying forward the growing demand for high-speed transport with accommodations for up to four passengers. Designed and constructed by Pininfarina, it had a low-slung fastback design and was the first Ferrari GT equipped with standard power

steering, brakes, windows, and a self-leveling independent rear suspension. The 4.4-liter V-12 engine was fitted with three Weber carburetors and was factory-rated at 320 horsepower.

Such performance was combined with a luxurious interior to make a most impressive grand tourer. Plush leather, luxurious veneered trim panels, a wood-rimmed steering wheel, air conditioning, and a radio completed the interior appointments. Just 809 examples were completed between 1968 and 1971.

### **CHASSIS NUMBER 12989**

Research on file from marque historian Marcel Massini indicates this 365 GT is a Canadian-market example delivered new to Montreal, Quebec importer George Woolley. Completed in March 1970 and delivered to Woolley shortly thereafter, chassis number 12989 was originally clad in the rarified shade of Grigio Mahmoud (2.443.931) over a Nero (VM 8500) leather interior. The car's present exterior shade of Rosso Corsa and Nero leather interior were likely provided at some point during this 365 GT's twilight years with its original owner.

By 2005, chassis 12989 had been acquired by noted collector of all high-powered Italian items, Hugh Welsford of Mississauga, Ontario. Welsford is believed to have purchased the car directly from its original custodian. Some years later, the car had taken up residence in Southern California with its next caretaker, until passing to the consignor.

In early 2018, it was treated to a major servicing regimen which included four new Michelin XWX radial tires, a complete fluid flush, new battery, a rebuild and re-core of the original radiator, new alternator, spark plugs, ignition consumables, clutch kit, rear seal, filters, and a period-correct ANSA exhaust system. This 365 GT was also furnished with over 20 hours of cosmetic detailing which surely improved its handsome styling. As presented, 12989 currently rests on a splendid, period-correct set of 15-inch Borrani wire wheels wrapped in Michelin XWX tires.

This handsome 365 GT is now accompanied by tools and jack. As one of the most comfortable, long-legged GT cars of its time, it is no wonder that the 365 GT 2+2 has become increasingly prized amongst the pantheon of Ferrari GT road cars.





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## 1961 Jaguar E-Type Series 1 3.8-Litre Roadster

CHASSIS NO. **875272**  
ENGINE NO. **R 1301-9**  
BODY NO. **R 1372**

**\$275,000 – \$325,000**

Highly collectable early E-Type with outside bonnet latches, flat floors, and welded louvres

One of only 385 LHD Roadster examples with the early model features

Matching-numbers body, chassis and engine

Nut-and-bolt restoration completed in 2014

Offered with JDHT certificate, tools, and color-matched hardtop

Upon the presentation of the Jaguar E-Type to the world at the Geneva Motor Show in 1961, a striking new motoring icon gained instant acclaim. The E-Type would be a worthy successor to the British marque's legendary XK series, which had previously dominated sales in the sports car class. Highly designed and revered for its stunning looks, the E-Type embraced the boldest performance engineering methods of its time. Early Series 1 examples displayed unique features that did not last the entire production run; these features included outside-bonnet latches, flat floors, and welded louvres. In total, it is believed that

just 385 early examples left the factory with these features, making them rare and highly desirable among collectors.

Chassis number 875272 was built on 21 July 1961. It left the factory finished in Carmen Red with a black interior and black convertible top. It exhibits the desirable early design features including outside bonnet latches, flat floors, and welded louvres. It was imported via Jaguar Cars of New York and is documented to have spent all its life in the warmer climes of the West Coast of the United States, having been delivered new to a customer in San Jose, California. The second

owner, also residing in San Jose, bought the Jaguar in the mid-1960s and would hold onto it for nearly 20 years. In 1984, the E-Type was taken to European Motorsports Ltd, a Jaguar specialist in the Bay Area, for restoration. The garage closed for business while the car was undergoing restoration, it was subsequently moved to a workshop in Los Gatos, California. At that point, the E-Type was sold to Jaguar collector Mark Miller, and would go into storage, where it would remain until it was sold again.

In October 1998, the new owner had the car's body and paintwork restored with Dave



Ferguson of Images Auto Body in Campbell, California. The preliminary restoration work, documented by photos that will be offered in the sale of the car, was completed in 1999, after which the E-Type returned to storage. In 2014, Images Auto Body completed the nut-and-bolt restoration that would cost nearly \$160,000.

Shown in its original shade of Carmen Red over Black with a Black convertible top, this E-Type exhibits numbers-matching chassis, engine, and body, as documented by the Jaguar Daimler Heritage Trust certificate accompanying the car. The Jaguar is presented alongside a restored hardtop in matching red and a tool roll that includes a Shelley jack and knock-off hammer.





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## 1967 ASA 1000 GT Spider

COACHWORK BY BERTONE

CHASSIS NO. 11010  
ENGINE NO. 173/273

**\$160,000 – \$180,000**

OFFERED WITHOUT RESERVE

One of approximately 100 ASA 1000 GTs built for entire worldwide production including just 17 factory Spiders

Features a Ferrari-designed 1,032-cc inline-four, Bizzarrini chassis engineering, and Bertone styling

Restored in Italy to factory-correct red over a black interior in 2016

A rare and significant “Ferrarina” from the final year of production

Accompanied by historical literature, documentation, and restoration and maintenance invoices

Autocostruzioni Societa per Azioni, or ASA, was formed to market the smaller-displacement engines developed by Ferrari, initially deployed in a 1961 Turin Auto Show prototype nicknamed the “Ferrarina.” Because Enzo remained a firm believer in 12 cylinders, it seemed destined to remain experimental—until racing drivers Gerino Gerini, Lorenzo Bandini, and Giancarlo Baghetti established ASA to use the engines. They recruited Ferrari engineer Giotto Bizzarrini, along with father-and-son duo Oronzio and Niccolo de Nora, for the effort.

Debuting at the 1962 Turin show, the resulting ASA 1000 GT coupe sported beautiful



bodywork penned by Giorgetto Giugiaro and executed by Bertone on a Bizzarini-

designed tubular frame; the convertible Spider followed. Its 1,032-cubic-centimeter twin-cam four-cylinder engine, fitted with twin Weber side-draft carburetors and mated to a four-speed manual transmission, produced 90 horsepower. Four-wheel disc brakes of the type used on the Ferrari 250 GTE provided stopping power.

Production of this advanced sports car began in 1964, but due to expense, fewer than 100 were built over a three-year period. Of these, no more than 17 were factory Spiders.

This car was delivered new to Valencia, Spain on 9 September 1966, remaining there through 2006. Period photos show this production “Ferrarina” parked in its driveway in Spain, fitted with license plates matching original ownership documents on file.

Purchased in Belgium by a Canadian collector in 2012, it was sent to Italy for a three-year restoration by a marque specialist completed in 2016. This comprehensive job addressed major mechanical components, including a replacement fuel tank; the interior was finished in leather, and bodywork was repainted factory-correct red. The factory wood-rimmed Nardi steering wheel, as well as three-ear factory Borrani knock-off wheels, are examples of the exquisite detail inside and out.

Acquired by its most recent custodian, a Toronto-based collector, in 2016 at a cost of \$264,500 CAD, this Spider has been

carefully maintained in a climate-controlled environment. A March 2021 service by Daytona Sports Cars of Ontario included a refinish of its Borrani wheels and the installation of new chrome carburetor stacks, in addition to fluid and filter changes; in April of 2021, upholstery specialist Gary Nolan of Diamond Trim fitted new carpets and intricate diamond-tufted hood insulation and trunk liner using fabrics imported from Italy. Invoices on file indicate over \$14,100 CAD (~\$11,470 USD) in work performed in 2021 alone.

Documented in the ASA Registry, 1967 ASA 1000 GT Spider chassis number 11010 is a rare (and rarely seen) Italian sports car of enduring appeal and significance; it is worthy of a place of honor in any serious collection.





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## 1986 Porsche 962 IMSA GTP

CHASSIS NO. 962-122

**\$900,000 – \$1,100,000**

Please note that this lot is sold on a Bill of Sale.

Overall victories at the Road Atlanta 500 KM and Road America 500 Miles in 1987  
Podium finishes at Sears Point, Lime Rock, and Portland; pole position at Laguna Seca  
Runner-up in the 1987 IMSA Camel GTP Championship with Price Cobb  
Piloted by three 24 Hours of Le Mans winners: Price Cobb, Johnny Dumfries, and Vern Schuppan  
Current long-term ownership since 1989  
Restored in 1993 and since maintained by former Holbert Racing employee Bob Russo  
Competed at the Rennsport Reunions IV, V, and VI  
Eligible for Daytona Classic 24 Hour, HSR, Le Mans Classic, and Group C/GTP events  
A Porsche 962 par excellence with multiple victories and podium finishes



## THE LEGENDARY PORSCHE 962

Few, if any, racing cars require less introduction than the groundbreaking Porsche 956 and its evolutionary sibling, the 962. With some 17 wins in the sports car “Classics” – a remarkable ten of which occurred Stateside courtesy of the longer-wheelbase, IMSA-eligible 962 – it remains arguably the greatest endurance car of them all.

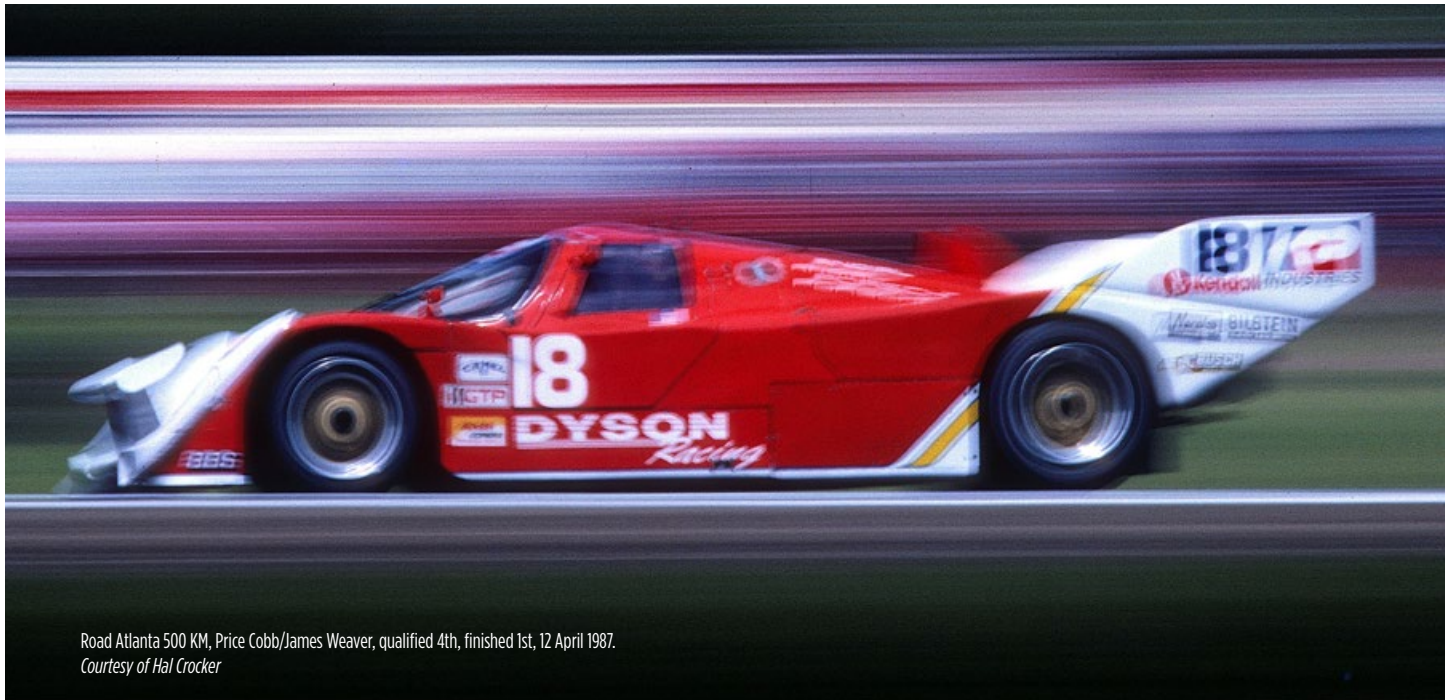
Although the 956 had appeared in Europe as far back as 1982, it was not eligible for IMSA events, with many competing teams forced to rely upon Porsche’s ageing 935 until such time that an IMSA-sanctioned version of the car was available. The major



points of difference as far as the governing body were concerned were fourfold; firstly, the GTP rulebook decreed that the driver’s feet must be behind the front axle, whereas the 956 placed them in front; secondly, the 956 utilized a ‘non-production’ based engine whereas only production-derived units were eligible for US racing; thirdly, the 956 featured an aluminum rollcage which IMSA had outlawed in 1983; and finally, the 956 fuel capacity of 100 liters was some 20 shy of the minimum required for GTP regulations.

To the relief of well-funded privateers such as Holbert Racing, Bob Akin, and Preston Henn, the new Porsche 962 made its debut at the 1984 Daytona 24 Hours, courtesy of a single Works-entered car driven by Mario and Michael Andretti. Fitted with a single turbo, air cooled head type 962/70 engine, loosely based on the production 930 Turbo unit (as opposed to the bespoke twin-turbo, water-cooled head type 935/76 engines used in Europe), the car dutifully complied with GTP regulations and customer versions were sold to the US by the season’s end.

As had been the case in Europe with the 956, the 962 was an immediate success, with Al Holbert and his eponymous team securing back-to-back IMSA GTP Championships in 1985 and 1986. In 1985, SCCA stalwart Rob Dyson and his Poughkeepsie, New York-based Dyson Racing squad had graduated to the IMSA GTP ranks with chassis 962-101. They immediately set their sights on challenging the Holbert hegemony with a selection of accomplished drivers including Drake Olson, Price Cobb, Bobby Rahal, and Dyson himself, with Cobb finishing second in the 1986 GTP Championship.



Road Atlanta 500 KM, Price Cobb/James Weaver, qualified 4th, finished 1st, 12 April 1987.  
 Courtesy of Hal Crocker

### DYSON RACING PORSCHE 962-122

Dyson had two 962s at his disposal for 1987, now powered by the ultimate specification 3.0-liter 962/72 engines which boasted a higher rev limit and almost 700 horsepower. This car, chassis 962-122, debuted in its current form (having been rebuilt with a replacement tub after an accident at Watkins Glen the previous year) at the 12 Hours of Sebring. There it was driven by 1983 Le Mans winner Vern Schuppan and Price Cobb; the latter himself a winner in 1990. The pair qualified an encouraging 3rd behind the pacesetter Holbert Racing 962 of Al Holbert and Chip Robinson and the Bayside Disposal Racing car driven by Jochen Mass and Bobby Rahal. Schuppan and Cobb were running strong when an accident eliminated them from the race before half distance.

The next round of the championship at the Road Atlanta 500 KM in mid-April saw a dramatic and very welcome upturn in the car's fortunes. Highly rated Briton James Weaver joined Price Cobb in 962-122 on this occasion, the former marking the start of a near 20-year relationship with the Dyson team. Although the pair had qualified 4th for the 500-kilometer race, they led the way for a Porsche clean sweep of the first five places, with defeat of the rival Holbert Racing 962 of Holbert/Robinson proving particularly sweet.

Later that month, team owner Dyson joined Cobb in 962-122 at Riverside, qualifying in 4th place less than a tenth of a second behind the formidable Holbert/Robinson combination. The race saw the Dyson squad finish as they had started, while the Holbert 962 took 2nd behind the victorious Group 44 Jaguar XJR-7 of Hurley Haywood and John Morton.

The potential setback of a 20th place finish (after taking pole) at Laguna Seca in early May was negated by the Holbert 962 failing to even take the start. However, normal service was resumed at Lime Rock in late May with Holbert driving to victory solo in the 150-lap race, although Weaver and Cobb picked up valuable championship points with a 3rd place finish behind the Roush Racing Mustang GTP of Pruett and Halsmer.

The Mid-Ohio 500 KM proved something of a missed opportunity, with Weaver and Cobb suffering a costly retirement – albeit remaining classified 13th – while Holbert and Robinson finished 4th. However, a congested late summer period of three races in four weekends proved to be a productive one for Dyson Racing; Cobb driving solo to 3rd and 2nd place finishes at Portland and Sears Point, respectively, while a long overdue second victory of the season came their way at Road America. At Elkhart Lake, Cobb had been joined in 962-122 by Grand Prix refugee and Dyson rookie Johnny Dumfries, who had underlined his credentials as an emerging Sports Car talent, going on to win Le Mans for Jaguar the following year.

In contrast, the final three IMSA rounds in which 962-122 competed were something of a disappointment. Retirements – classified in 10th and 7th places – at San Antonio and Columbus, driven by Cobb/Dumfries and Dyson/Dumfries, respectively, were followed up by a 5th place finish courtesy of Cobb in the final round of the championship at Del Mar in California. This proved to be 962-122's competitive swansong and ensured that once again Cobb finished as Championship runner-up to Holbert Racing, albeit to Robinson this time rather than his team boss.

## LONG-TERM OWNERSHIP SINCE 1989

At the end of the 1987 IMSA season, 962-122 was retired from competition by Dyson Racing and in 1989 was sold – via long-time Porsche authority Gunnar Racing – to the current owner, who has remained its proud custodian ever since. In 1993, a complete mechanical and cosmetic restoration of the car was entrusted to former Holbert Racing employee Bob Russo, with the intention of the vendor competing in vintage races. The car has since competed in several prestigious events, including the 2011 and 2015 Rennsport Reunions, where it was driven by two-time Sebring 12 Hours podium finisher and Le Mans class winner John O’Steen.

Fittingly, the 962 has more recently been driven on several occasions by Skylar Robinson, whose father Chip enjoyed so many great racing battles against 962-122 in period. In 2016, Skylar competed in both the 24 Minutes of Daytona and the Monterey Rolex Reunion at Laguna Seca, the latter resulting in

2nd place in the combined Group C/IMSA GTO/GTP race behind another Porsche 962. The car was last competitively driven by the consignor and Skylar Robinson at the 2018 Rennsport Reunion and has since been subject to a further mechanical restoration by Bob Russo. This has included the installation of a fresh Porsche Motorsport North America-built engine, a brake system overhaul, and a complete chassis rebuild.

With their prodigious performance and purposeful looks, the IMSA GTP leviathans of the 1980s and 1990s remain amongst the most charismatic cars ever to take to the track. In light of this, 962-122 – having been campaigned by one of the most successful privateer Sports Car teams in history, driven by three Le Mans-winning drivers, and in single ownership since 1989 – represents one of the finest and most historically significant examples of this very desirable breed. Immaculately presented and highly competitive, it would ideally be campaigned once again in either the North American or European Historic Group C and GTP series for which it is eligible.





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## 1968 Porsche 911 'Soft-Window' Targa

CHASSIS NO. 11880010  
ENGINE NO. 3280015  
GEARBOX NO. 3280159

**\$200,000 – \$250,000**

A very early production U.S.-specification 1968 911 "Soft-Window" Targa completed 17 August 1967

Retains matching-numbers engine and gearbox

Refinished in its factory-correct Ossi Blue over black

Accompanied by copy of Kardex, correct spare wheel, and jack and tools





First appearing in 1967, Porsche's new Targa filled a void in its model lineup that had existed since the 356C Cabriolet went out of production in 1965: a convertible. The new "Targa"—meaning "Shield," and named for the famous Targa Florio race in Sicily—was an unusual configuration, being a drop-top with a built-in basket-handle rollover bar with a brushed-aluminum skin that helped strengthen the body shell. There were two separate roof sections that owners could remove and store aboard so as to enjoy an open-air driving experience. Porsche would market the new model as "The world's first safety convertible."

On the earliest versions of the Targa, the center section was fabric stretched over a folding frame, and the rear was a zip-out panel incorporating a clear plastic window. These became known as "Soft-Window" Targas. Eventually, a large, heated, fixed glass rear window replaced the zip-out panel. By 1970, Targas made up a third of 911 sales.

1968 brought other important changes to all new cars sold in the United States. Federal safety requirements now mandated front and rear side marker reflectors, new exterior door handles, black-painted windshield wiper arms that now parked on the left side, white rather than green numerals on the dashboard instruments, wider wheels, dual-circuit braking, and under the engine lid,

new emissions equipment including an air-pump for exhaust gas recirculation.

This nice example, complete with matching-numbers engine and gearbox, is the 10th of 268 Soft-Window Targas built for the United States market in 1968. According to a copy of its factory Kardex on file, it was completed on 17 August 1967 and shipped to Porsche Cars Pacific in the Bay Area, then sold to a Mr. Paul Galvez of San Francisco. A base 130-horsepower 911 with a five-speed manual transmission, it is finished in 6803 Ossi Blue over black leatherette with Houndstooth seating inserts. The floors are covered in charcoal carpeting. The handsome interior is highlighted by a brushed-aluminum strip across the dashboard and a stitched, leather-wrapped steering wheel. Options included headrests on both seats, padded bumper guards, and chromed ventilated wheels with hubcaps.

This car's early history post-delivery is unknown, but it has been resprayed in its original color. At the time of cataloguing, its odometer displayed 1124 miles, indicating it had been reset after restoration; its total mileage is unknown. An enticing early example, this Soft-Window Targa is accompanied by a correct spare tire and wheel, a jack, and original tool set.



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## 1991 Ferrari F40

CHASSIS NO. ZFFMN34A9M0087895

ENGINE NO. 25810

GEARBOX NO. 271

**\$1,800,000 – \$2,100,000**

Just 2,896 miles from new at time of cataloguing

Maintained in stunning condition with many original features

Number 115 built of only 213 Ferrari F40 models delivered new to the United States

Workshop invoices on file from 1991 to 2016; serviced again in July 2021

Presented with fitted Schedoni leather luggage, Ferrari manuals, complete tool kit

Ferrari Classiche certified





Ferrari's legendary F40 emerged from the fabled Maranello factory in the middle of a 1980s supercar arms race. As the last Ferrari model made under the watchful eye of Enzo Ferrari, the founder of the famous marque set his sights on a performance-honed Prancing Horse to leave an eternal impression. As a progression of its predecessor, the Group B-ready 288 GTO Evoluzione, the F40 was launched to do battle with the pin-up supercar idols of the era: the Lamborghini Countach and Porsche 959.

Upon its launch in 1987, the F40—intended to mark the 40th anniversary of Ferrari's first car, the 125 S—was instantly impressive, notching a top speed over 200 mph to take the mantle of the world's fastest production car, outdoing the performance credentials of its Countach and 959 rivals in the process. The supercar was stripped back to maximize lightweight construction techniques, with engineers looking to the Scuderia Ferrari Formula 1 team for inspiration. As a result, the F40 wears extensive carbon fiber material while also being manufactured without carpet, and it featured door pulls instead of handles. It could be ordered with wind-up or fixed windows, but to add the mass of a power window motor was completely forbidden. Weighing in at just 2,400 pounds, the F40 was a thoroughbred supercar.



At the heart of the F40, Ferrari deployed a longitudinally mounted, rear-mid-engine powertrain setup. The V-8 engine was based on the twin-turbocharged unit developed for the 288 GTO and was built with a cubic capacity of just under three liters. Rated at 478 horsepower, it was the most powerful roadgoing Ferrari ever manufactured at the time. As a result of the incredible engine setup, combined with its lightweight construction, the F40 was inevitably capable of phenomenal performance figures. The official 0-60 mph time was just 3.8 seconds, a quarter mile would take 11.8 seconds, and the F40 could brake to a stop from 60 mph in only 119 feet.

Of the 1,311 total F40 examples made, 213 were delivered new to the United States, meaning Ferrari's high-octane flagship supercar of the 1980s has been rare in the North American market from the beginning. Low-mileage examples are especially coveted, and this 1991 Ferrari F40, the 115th made of the cars delivered to the United States, is offered for sale with just 2,896 miles from new at time of cataloguing. Completed by the Maranello factory on 12 March 1991, serial number 87895 has been remarkably preserved as a stunning showcase of Ferrari history.



This F40 is offered for sale with invoices and workshop receipts dating back to its year of manufacture. Documentation recalls that serial number 87895 was delivered for retail in the U.S. on 13 May 1991, shipped to Ferrari North America and passing through the marque specialist, Lake Forest Sports Cars in Lake Forest, Illinois. Optional extras for the order of this car included air conditioning and an electrically heated front windshield—further to the standard F40 equipment that would include twin IHI turbochargers, a limited-slip differential and Speedline wheels wearing Pirelli P Zero tires.

The car's first owner, Mr. D. Ahrens of nearby Barrington, would also specify the F40 with Schedoni fitted luggage, and the name of the original custodian of the F40 can still be seen embroidered onto the leather bags that are offered for sale with this Ferrari.

Also included in the sale are Ferrari manuals in the branded pouch and a complete tool kit. A report from Ferrari specialist Marcel Massini notes that the F40 was seen in 1992 wearing an Illinois-registered licence plate, "BY BY COP".

Running mileage counts on the accompanying documents reveals that the F40 was driven sparingly in its formative years, yet it was serviced accordingly. Between 1991 to 2005, workshop maintenance included replacement of the ECU and injectors six months after the car's delivery, carried out under warranty. A major cam belt service was performed in 2004. Answering to a factory recall that addressed a known issue on the F40, repairs were made to the lower suspension forks in 2005. In addition, intermittent fluid services were carried out.



In 2005, the car entered storage, where it was kept until 2014 when it would return to Lake Forest Sports Cars to be sold while still showing only 2,774 miles on the odometer. The buyer was a prominent Ferrari collector, and the F40 would enter a garage alongside Maranello stablemates including a 1961 250 GT SWB Berlinetta, a 1967 275 GTB/4, and other more contemporary models. In anticipation of its new owner, the Ferrari had not been run for 10 years, so technicians performed a cam belt service, replaced spark plugs, flushed fluid in the brakes, gearbox and cooling systems, and installed new Pirelli P Zero Corsa tires.

The car changed hands for only the second time in 2017, with its new owner using the Ferrari conservatively and adding very little mileage. Again, the F40 was taken care of, even if it was not

recording distance on the road. Invoices on file record servicing work undertaken by Milestone Motorcars LLC of Boynton Beach, Florida, in July 2021, totalling in excess of \$11,000. The workshop performed an engine belt service, replacing timing belts and idle pulleys, also checking valve clearances and replacing auxiliary belts and fluids. The garage replaced four brake flex hoses, which were noted to be original.

The opportunity to own a low-mile, original F40 is extremely rare, and would make a valued addition to the collection of any Ferrari enthusiast or supercar aficionado. This F40 is Ferrari Classiche-certified, with documents available for viewing digitally. Physical prints of the Red Book are on order from Ferrari.







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## 1983 Ferrari 400i

CHASSIS NO. ZFFEB07B000046013

**\$90,000 – \$120,000**

OFFERED WITHOUT RESERVE

Attractively finished in Nero over Nero  
Imported to California when new

Powered by a 4.8-liter V-12 engine and  
five-speed manual transmission

One of just 422 examples so equipped  
between 1979 and 1985

Previously owned by film  
executive Sanford Panitch

At the 1976 Paris Auto Salon, Ferrari introduced the new 400 2+2, its replacement for the 365 GT4 2+2. Featuring distinctively angular styling by Pininfarina, the 400 continued to provide luxurious and spacious high-speed transportation for up to four passengers, powered by a front-mounted 4.8-liter V-12 engine with dual overhead camshafts. Precise handling was provided



by power steering and a fully independent suspension with self-leveling actuators at the rear. Both a five-speed manual gearbox and a proven GM Turbo Hydra-Matic 400 automatic transmission were available, encouraging broad appeal for the new model. Fuel injection was added in 1979—thereby creating the 400i, and by 1982, Ferrari had also revised the interior upholstery, switchgear, and bodywork to its final form. These post-update examples also received reprofiled camshafts, new headers, and reworked fuel management which together boosted peak performance up to 315 horsepower.

This attractive 1983 example is finished in a handsome monochrome Nero livery, and was imported when new to California by Ferrari Compliance, Inc. of Santa Ana. Retained

by several owners within Southern California, this stately 400i was most recently owned by film executive Sanford Panitch prior to acquisition by the consignor. The car has benefitted from great attention while under the consignor’s care. Invoices on file show that it was refinished in its factory-correct shade of Nero.

Complemented by a set of correct five-spoke magnesium wheels and Michelin TRX tires, this 400i is accompanied by tools, manuals, spare wheel, and service invoices. With its handsome Pininfarina bodywork and refined road handling, the 400 has recently attracted the attention of astute Ferrari collectors and enthusiasts alike and they are widely regarded as very capable grand touring machines.





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## 2011 Ferrari SA Aperta

CHASSIS NO. ZFF72RHA8B0182822

**\$1,200,000 – \$1,350,000**

One of 80 examples produced in total

Rosso Dino over two-tone Iroko leather with Marrone Scuro soft top

661-hp, 6.0-liter V-12 paired with F1-Superfast six-speed transmission

Interior features carbon-fiber trim, dash inserts in exterior color, yellow tachometer, and Testa Di Moro carpets

The odometer shows fewer than 350 miles at time of cataloguing



37-pound weight penalty versus the GTB version—quite a feat for an open-top car. To lend a sleeker look, the windshield was given a steeper rake and the suspension was modified to provide a lower ride height. Two carbon-fiber fins behind the integrated roll bars recall the flying buttresses on the 599 GTB. They are finished in contrasting silver, to match the reinforced windscreen frame and side mirrors. Subtly redesigned front and rear bumpers feature larger intakes and outlets. The side sills are also different on the SA Aperta and fashioned of carbon fiber, while the trunk lid is in aluminum. Completing the exterior changes are five-spoke, 20-inch wheels unique to the SA Aperta.

Announced at the Paris International Motor Show in 2010, Ferrari's SA Aperta carried on the marque's tradition of limited-edition drop-top V-12 grand tourers, which included the 550 Barchetta and the 575 Superamerica. Intended to commemorate coachbuilder Pininfarina's 80th anniversary, the SA Aperta's nomenclature pays homage to Sergio and Andrea Pininfarina, who helped create so many iconic Ferraris over many decades. Fittingly, only 80 examples were produced, and all were pre-sold by the time the car was announced publicly.

Although the SA Aperta is based on the 599 GTB, Ferrari reengineered the chassis to ensure it maintained a level of stiffness comparable to that of a closed-roof coupe with only a



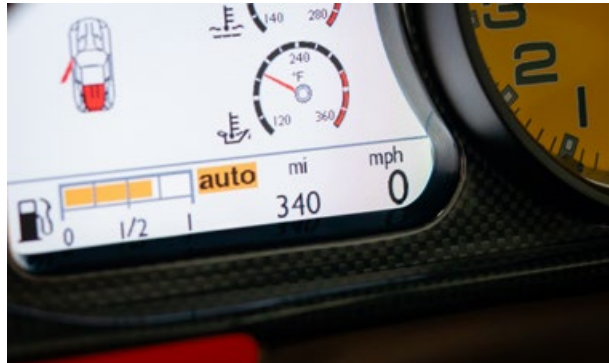


The interior was reimagined with a two-toned motif. Leather-lined roll hoops mimic the shape of the standard sport seats and blend superbly with the rest of the cockpit. To protect the highly crafted interior from inclement weather, a removable soft top designed for occasional use (rated to 80 mph) integrates seamlessly into the design.

As in every other aspect, the SA Aperta offers a unique experience when it comes to performance and driving dynamics. It features the 661-horsepower 6.0-liter V-12 engine from the 599 GTO—producing 50 horsepower more than the engine in the standard 599 GTB—paired with Ferrari’s F1-Superfast six-speed automated manual transmission. But both have been tuned to be less aggressive, as has the electronically adaptive suspension

and exhaust system, which is a modified version of the exhaust system used in the track-focused 599XX. The result is a highly capable open-top 599 with a distinct personality geared more toward comfort than its fixed-roof counterparts, yet no less willing to be pushed to its limits.

This example is finished in a bright shade of red, which Ferrari calls Rosso Dino, and is complemented by a dark brown, or Marrone Scuro, soft top. The two-tone Iroko leather interior features, dash inserts painted in the exterior color, carbon-fiber trim, a yellow tachometer to match the yellow brake calipers, and Testa Di Moro carpets. Driven sparingly its entire life, this SA Aperta’s odometer showed less than 350 miles at time of cataloguing.









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## 1972 Ferrari 365 GTC/4

COACHWORK BY PININFARINA

CHASSIS NO. 14951

**\$250,000 – \$325,000**

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1973.

Offered from the collection of Ron Tonkin

Finished in Metallic Mauve over  
a Beige leather interior

Acquired by the consignor in late 1990

The 125th just 501 examples produced

Penned by Filippo Sapino of Pininfarina, the 365 GTC/4 marked a sharp change in design ideology for Ferrari. Gone were the traditional swooping 1960s lines and chrome bumpers of the 365 GT 2+2; in came the sharp-edged fastback profile of the 365 GTC/4 and 365 GTB Daytona.



Under their similar silhouettes, however, the differences between the Daytona and 365 GTC/4 are notable. Whereas the Daytona was a hard-edged two-seater, the GTC/4 was aimed at enthusiasts who desired a softer grand tourer for travelling long distances. As such, power steering was installed as standard, spring rates were softened, and the transaxle gearbox installation was dropped in favor of a conventional five speed layout with an easier Borg and Beck clutch. On the inside, air conditioning was fitted as standard, and the cabin was adorned with swathes of leather and a new instrument cluster. Foldable rear seats complemented the already generous luggage space.

Under the hood, the four-cam V-12 engine produced 340 horsepower, and the carburation was changed to side-draft Webers to allow an even more raked front profile than that of the Daytona. Despite this enticing mixture of supercar performance with true grand touring capability, production of the GTC/4 lasted just eighteen months and amounted to only 501 cars.

According to marque historian Marcel Massini, the United States-specification GTC/4 offered here was completed in December 1971 and originally clad in the rare shade of Oro Kelso over a Negro Cogolo interior. It was then delivered new to a Ferrari dealer in Santa Monica, California via Bill Harrah's distributorship.

Shortly thereafter it was sold to its first owner, Hollywood producer Greg Garrison. It seems that this handsome GTC/4 was carefully enjoyed by Garrison until July 1986, when he sold its next Los Angeles-area owner then reportedly showing 15,000 miles. By November 1990, it had been acquired by Ferrari dealer Ron Tonkin of Portland, Oregon for his personal collection.

Since acquisition, this handsome GTC/4 has been rarely enjoyed and maintained by Tonkin's staff. It is presented today wearing a unique and visually arresting Metallic Mauve exterior over a reupholstered beige leather interior. The 365 GTC/4 is considered by many to be a more usable iteration of the famed Ferrari Daytona, and like any four-seater Ferrari, it is an ideal grand touring automobile that combines the best aspects of Italian engineering and luxury. This example is truly one of the finest, and it would certainly satisfy any *tifoso*.

In preparation for sale, this handsome 365 GTC/4 has been treated to a comprehensive servicing by Ferrari Master Technicians on staff at Ron Tonkin Gran Turismo. Its alluring presentation, in its unique color scheme, is surely appropriate given its esteemed ownership history from the personal collection of one of America's most well-regarded and successful Ferrari dealers.





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## 1961 Ferrari 250 GT Cabriolet Series II

COACHWORK BY BY PININFARINA

CHASSIS NO. **2703**  
ENGINE NO. **2703**  
GEARBOX NO. **199 E**  
DIFFERENTIAL NO. **32 CA**

**\$1,250,000 – \$1,500,000**

Please note that this lot is  
titled as a 1962.

The 138th of only 200 Series II cabriolets produced between 1959 and 1962  
Only two owners since 1977; a highly original and remarkably preserved 250 GT  
Retains most of its original Grigio Argento paintwork and Nero leather interior  
Equipped with its numbers-matching engine, gearbox, and rear differential  
Ferrari Classiche Certified in April 2011



## THE SERIES II PF CABRIOLET

As the 250 GT model line continued to develop in the twilight of 1959, Ferrari introduced a second generation of its Pinin Farina-bodied luxury cabriolet, essentially a grand touring version of the concurrent competition-derived 250 California spider. Featuring four-wheel disc brakes and the outside-plug engine developed during the Testa Rossa campaigns, the new cabriolet was the most tractably powerful 250 GT to date, claiming both fine road manners and strong performance.

Only 200 examples of the second-series cabriolets were built, lending the model equal parts rarity and elegance. These



mid-production 250 GTs offer the best of both ends of the spectrum, as their striking open coachwork envelops more modern chassis components in a combination that today's collectors can particularly enjoy on vintage touring events. Officially, the 250 GT Cabriolets were designated by the "GTF" prefix affixed to their chassis plate.

### 250 GT/F 2703

Chassis 2703, offered here, is documented by Ferrari historian Marcel Massini as the 138th second series cabriolet produced between 1959-1962. Factory records show that 2703 received its Pininfarina bodywork on 4 July 1961 and returned to Maranello. The car was then finished in Grigio Argento (MM 16003) over a Nero (VM 8500) leather interior and was delivered new shortly thereafter to Luigi Chinetti Motors in Greenwich, Connecticut. Additional factory specifications provided to 2703 included a matching hardtop and Borletti instrumentation "in miles."

After time spent with several owners in the greater New York City metropolitan area, the car was acquired by Sam Smith of Bethesda, Maryland in January 1975. From Smith, 2703 next passed in June 1977 to Ferrari marque expert Parker Hall of Vicksburg, Mississippi—with whom it would remain for the next 42 years of carefully tended, private enjoyment. During his ownership, Hall exhibited his nicely preserved 250 GT cabriolet just twice in the late nineties, and later completed the 2010 Copperstate 1000 Road Rally and 2014 Colorado Grand.



## MISSISSIPPI BELLE

Much of the car's present state of cosmetic presentation is thanks to Hall's discernable appreciation for patinated originality, no doubt gleaned from his many years of judging Ferrari Club of America concours events. It was certified by Ferrari Classiche in April 2011 as retaining all its major original, numbers-matching powertrain components including engine, gearbox, and rear differential. At the time, Classiche noted that the suspension had been updated with more modern shock absorbers, though the original-style Dunlop disc brakes were retained.

The handsome and supremely original Grigio Argento paintwork has been preserved under a clearcoat layer which is believed to

have been applied under Hall's ownership. The original leather upholstery and cabin finishes have been similarly retained to the utmost possible degree. However, the seats are believed to have been reupholstered very early in the car's life, and the floor mats are newer facsimiles although the originals have been retained and are included with the sale. Even the accompanying manuals, tools, and hardtop are reported to be original examples which resided with the car when it left Maranello in late July 1961. Furthermore, this 250 GT still retains its functional radiator-blind, and electric overdrive feature on its transmission.

Since acquisition by the consignor, this eminently attractive and remarkably preserved 250 GT Cabriolet has been looked after by noted specialists at Sportscar Italiano of Burlingame, California.





Under previous ownership, the car was cared for by Ferrari expert Greg Jones of Stuart, Florida and other marque specialists. Notable servicing from Jones on file include earlier rebuilds to the car's differential and Weber carburetors.

The Ferrari now sits upon a handsome set of date-coded Borrani wire wheels wrapped in period-style Pirelli Cinturato tires. As presented today, chassis 2703 is accompanied by a tool roll, factory hardtop, spare Borrani wire wheel, manuals, sales literature, Ferrari Classiche Red Book, and history file. Sixty years after the car's unveiling at the Paris Motor Show, the PF cabriolet is regarded by many as the quintessential gentleman's open-top Ferrari, one that is as stately as it is practical and fun to drive. This example would be a prime candidate for exhibition at international concours, FCA events, or simply a wonderful cabriolet for the driving enthusiast looking to experience both Ferrari performance and luxury at its finest.







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## 1970 Citroën DS 21 Décapotable

COACHWORK BY CHAPRON

CHASSIS NO. **00FA0662**  
ENGINE NO. **458000706**  
BODY NO. **0032 000768**

**\$300,000 – \$400,000**

A genuine Chapron-built DS 21 Décapotable

One of only 40 DS 21 cabriolets built for 1970, and 483 produced in total

Rare Canada-delivery car desirably equipped with new-for-1970 fuel injection

Fully restored in 2017; four owners from new

Retains numbers-matching engine; accompanied by Citroën documentation

From the moment it was unveiled in October 1955, the Citroën DS captured the motoring world's imagination...and its spell has never worn off. Beneath its refined yet *avant garde* styling by Flaminio Bertoni was a slate of cutting-edge technology; in particular, its marvelous self-leveling hydropneumatics suspension enabled excellent roadholding without sacrificing ride quality. As anyone who has driven a well-sorted example can attest, the DS offers an almost unearthly experience while underway.

One feature not made available to DS buyers at the outset of production was a

convertible top—though not due to lack of prospective orders. Ultimately, Citroën turned to coachbuilder Henri Chapron to create the “*Décapotable usine*,” or “factory convertible,” to help meet demand.

These were not mere chop jobs: True cabriolets, like the stunning 1970 example offered here, have doors four inches longer than the sedans, in addition to other cosmetic changes. Importantly, they also received frame reinforcements to ensure their structural integrity. These cars were sold new through Citroën dealers. In all, there were 1,365 factory cabriolets built: 770 DS

19s, 483 DS 21s, and 112 ID 19s, making them rare when new and eagerly sought today. Of these, a mere 40 were built for 1970, of which a handful were delivered to North America.

This car, originally finished in Swan White over red leather, was delivered to Canada and purchased via Montreal's Carrier Motors in 1971. It was desirably optioned with new-for-1970 Bosch electronic fuel injection, which gave its 2,175-cubic-centimeter inline-four engine a respectable 125 brake horsepower; this was paired with a four-speed semi-automatic transmission.



Its second owner, located in Ontario, Canada, purchased the car in 1988. He performed a partial refurbishment and used it for some time, before beginning a photo-documented six-year rotisserie restoration in 2011. Completed in 2017, original Citroën parts were used where possible over the course of this job to maintain the highest possible degree of accuracy. At this time, the car was refinished in its present metallic red over a tan interior, an attractive combination. It was subsequently acquired by the present Florida-based consignor in 2019; it has been stored in a climate-controlled facility since, seeing only limited use.

With just four owners from new, this rare and beautifully restored fuel-injected DS 21 Décapotable offers its fortunate next owner a motoring experience unlike anything built before or since. It is accompanied by photos of its restoration, service invoices dated 2019-2020, copies of its original factory record, and documents from Citroën and Chapron attesting to its authenticity.





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## 1956 Porsche 356 A Carrera 1500 GS Coupe

COACHWORK BY REUTTER

CHASSIS NO. 57998  
GEARBOX NO. 12074

**\$425,000 – \$500,000**

A rare and early example of one of the most sought-after 356 models  
Carrera four-cam engine specially prepared for fast and reliable event use  
Two-year total restoration by Porsche specialists completed in 2000  
Veteran of rally events throughout the US and Canada  
Includes copy of Kardex and Porsche Certificate of Authenticity

By 1956, Porsche had manufactured 10,000 new cars, and its racing credentials had been firmly established with the help of strong finishes in the Carrera Panamericana. To celebrate the Spyder's class victories in 1952, 1953, and 1954 (the last bringing in a 1st and 2nd in class and a 3rd and 4th overall, behind the much more powerful 4.5- and 4.9-liter Ferraris), Porsche decided to install a slightly de-tuned version of the 550's complicated 1.5-liter, four-cam, twin-plug racing engine into a limited number of production cars. The new high-performance 356 A was introduced at the 1955 Frankfurt Motor Show as a 1956 model. The new model would, of course, be named the Carrera—a name that has resonated to the present day as representing Porsche's ultimate performance street machines.

The new 100-horsepower, Fuhrmann-designed, dry-sump, roller-bearing boxer engine, with chrome-plated cylinder bores and 8.1 compression—down from the Spyder's 9.5—could be ordered in all three of Porsche's 356 A models, the Coupe, Cabriolet, and Speedster. Along with the rest of the A series, Carreras were fitted with a new and improved Type 644 transmission with a single-piece case, with the gear shafts being installed from the front. The oil tank for the dry-sump lubrication system was mounted in the left-rear wing well, being protected from road debris by a mesh screen, which carried the car's chassis number. A pair of Autopulse fuel pumps and a pressure-reducing valve controlled fuel flow.



There were numerous chassis improvements, including revised torsion bars, larger shock absorbers, and revised suspension bump stops, which all helped make these potent little cars much more enjoyable to drive. Wheel diameter was reduced to 15 inches from the 16-inch size of the Pre-As, and wheel width was increased by a full inch to 4.25. Tire size was increased to compensate for the additional 47 kilograms of weight. Externally, the Carrera featured gold-plated "Carrera" scripts on the front wings and tail panel.

The instrument panel for the Carrera contained unique gauges with an 8,000-rpm tachometer and a 250-km/h speedometer, plus separate test switches for each of the twin coils of the dual ignition system. All this came at a substantial price, one that made Carreras a scarce commodity. Many Carrera Coupes and Speedsters were raced with great success, and accordingly, they

became known for their reliability. They were so much faster than their pushrod-engined brethren that they were often placed in separate classes.

This 1956 Porsche 356 A Carrera 1500 GS Coupe left the factory on 23 November 1956 finished in Sahara Beige (5604) over a light red leather interior optioned with a set of chromed perforated disc wheels. It was distributed to Nordrhein in Düsseldorf and sold new to its first owner Wilhelm i.d.Elst of Krefeld, Südwall. The car came with a six-month warranty, good through 23 May 1957. The car benefitted from routine maintenance and servicing at Nordrhein, Schultz Essen, Fleischhauer through 1958.

Sometime later the car was sold into the United States and came into the ownership of Jean Jacques Mare of Montclair, New Jersey in 1985. He started a restoration on the Carrera and wrote to the



Porsche factory during that time, but later sold the unfinished car in 1999 to Gerd Schwarzkopf of Toronto. Gibson Auto of Ontario performed a full “rotisserie” body and paint procedure, while Porsche expert Dennis Rak of AutoTech Diagnostic installed a new interior and renewed the four-wheel brakes with alloy-finned 60-millimeter drums, along with all chassis mechanical and running gear aspects.

Famed Connecticut-based four-cam guru Gerry McCarthy was chosen to supply and build the replacement Type 692 four-cam Carrera engine with mild performance modifications for enhanced speed and reliability, which included installation of new “904”-specification Carrillo rods, pistons, and cylinders, while balancing the crank and rebuilding the twin Solex PII-40 carburetors and special “pea-shooter” exhaust. It should be noted the engine has been restamped to match and is paired to the car’s original matching-numbers gearbox. The two-year restoration was

completed in 2000. Soon afterwards, it successfully completed the Targa Newfoundland, New England 1000, Virginia Mountain Mille, several Carolina Trophies, and the Colorado Grand.

The car passed to an early Porsche collector in the Northwest in 2012 before joining the renowned collection of Chris Marsico in early 2013, and was sold last year to its current owner. Presenting in a stunning shade of silver, this 356 is equipped with body-color painted front and rear bumpers and fender mounted sideview mirrors. It rides on competition-type wheels, where the aluminum rims are rivetted to steel centers. The red interior is nicely appointed with correct GT-type pocket-less door panels, three primary Carrera specification gauges, and leather luggage straps for long-distance touring. This rare and highly collectable early four-cam is accompanied by a large file of restoration receipts, Kardex copy, and a Porsche Certificate of Authenticity.





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## 1966 Shelby GT350 'Carry Over'

CHASSIS NO. SFM 6S165

**\$325,000 – \$375,000**

Offered from the Lindisfarne Collection; acquired in February 2001

One of just 252 "carry over" Shelby GT350 Mustangs produced

Finished in its correct Wimbledon White over black interior

Powered by its original, numbers-matching 289 cu. in. HiPo V-8 engine

Original aluminum Borg Warner T-10 four-speed transmission, rear end, and third member

Delivered new to Sexton Ford of Moline, Illinois and used as a Shelby demonstrator until March 1967; fitted with unique features

Documented by the SAAC registry

Capitalizing on his considerable success racing, Carroll Shelby began manufacturing Shelby GTs based on the Ford Mustang, which were officially sanctioned and sold through select Ford dealerships. The first Shelby Mustang, the GT350, debuted in 1965 powered by a modified version of Ford's 289 high-performance small-block V-8 engine.

To ensure that Shelby American would not run out of Mustang fastbacks to convert, Ford's San Jose plant delivered 252 1965 K-code Mustangs to Shelby before shutting down to retool for the 1966 model year. Known as a "carry over" GT350, this small run of chassis are a much sought-after blend of the 1965's handling and the 1966 model's looks, with many unique and distinctive features throughout.

The Shelby GT350 offered here is the 165th produced, and was initially invoiced to Sexton Ford of Moline, Illinois on 30 November 1965. It was originally clad in Wimbledon White, without a racing stripe, and over a black interior. As documented by the SAAC's 1966 Shelby Registry, the car then moved from Sexton to Marshall Motor Company of Mayfield Heights, Ohio—who outfitted it with alloy wheels, side mirrors, radio antenna, and rotunda clock. Afterwards, Ken Miller of Shelby American sequestered this still-new "carry over" as a company demonstrator. Miller returned it in March 1967, then indicating just under 2,180 miles. The dealer invoice was thusly paid by Marshall in March 1967 for \$2,700—a reduced price which reflected the car's used

state. It was then sold thereafter to its first private owner, Robert Russell Smith of Aurora, Ohio.

This attractive GT350 remained in Ohio, seeing regular use among a sequence of enthusiast collectors from March 1967 until its acquisition by the Lindisfarne Collection in February 2001. The SAAC registry notes that the car indicated just shy of 41,065 miles at that time. Over the ensuing two decades of residence, this rarified Shelby has enjoyed careful exercise, and now displays 43,340 actual miles at time of cataloguing—a testament which is verified by the title documentation submitted by the consignor.

The GT350 retains much of its original equipment, including its aluminum Borg Warner T-10 four-speed manual transmission, rear axle, third member, and numbers-matching 289 HiPo V-8 engine. Other notable extant features of this "carry over" include its fold down back seat, rotunda clock, Bullitt-style side mirrors, and all-fiberglass hood. Though the car presently wears a set of 15-inch Cragar alloy wheels, a complete set of the correct 14-inch ten-spoke wheels wrapped in Goodyear "small letter" polyglas tires are included.

This well documented and authentic GT350 presents an opportunity for an astute collector to acquire one of the best and rarely available "carry over" examples of the Shelby Mustang breed.





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## 1979 Ferrari 512 BB

CHASSIS NO. 28151

**\$225,000 – \$325,000**

OFFERED WITHOUT RESERVE

Offered from the collection of Ron Tonkin

Finished in Rosso Corsa over tan

Powered by a 5.0-liter flat-12 engine factory-rated at 355 hp

One of just 929 carbureted examples produced

Under 10,400 miles indicated at time of cataloguing

Going toe-to-toe with Lamborghini's Miura meant that Ferrari had to produce a mid-engined car. The 365 GT4 BB was unveiled at the 1971 Turin Auto Show and offered unique new styling, a mid-engine layout, and a flat-12-cylinder engine. After four years of production, Ferrari sought to up the ante and shoehorned a larger engine into the gorgeous BB platform.

The 512 BB featured the same Leonardo Fioravanti lines and Scaglietti coachwork, albeit with a larger and now dry-sump 5.0-liter flat-12 engine pushing a factory-rated 355

horsepower. It was also equipped with rack-and-pinion steering, Weber carburetors, four-wheel disc brakes, improved cooling, a wider track, and an extended, updated rear end with spoiler. As the last carbureted flat-12 engine offered by Ferrari before production transitioned to the fuel-injected BBi, this variant is cherished by many enthusiasts as the most potent production BB that money can buy. With fewer than 1,000 examples produced—and none allocated to the United States market—each example which found its way stateside was done so through gray market licensed importers.

This 1979 512 BB is a left-hand drive, Italian-market example completed at Maranello in September 1979 and clad in the classic Ferrari color combination of Rosso Corsa over tan leather. It was imported to the United States when new via Trend Import Sales of Los Angeles, California. The car was then delivered to the personal collection of Ferrari dealer Ron Tonkin of Portland, Oregon via Ferrari Compliance, Inc. It was then registered under the plate "KRC 444".

Service invoices on file show regular maintenance provided by Tonkin's staff for



even the smallest grievances. The car's lower body cladding, originally black, was painted Rosso Corsa in May 1984 during cosmetic repairs and refinishing furnished to the car. This menacing 512 BB is presented today wearing several period improvements which include a stunning set of color-matched wheels, equalizer with CB radio system, and woodgrain sports steering wheel.

In preparation for sale, this captivating Rosso Corsa 512 BB has been treated to a comprehensive servicing by Ferrari Master Technicians on staff at Ron Tonkin Gran Turismo.



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## 1955 Porsche 550 Spyder

CHASSIS NO. 550-0054  
ENGINE NO. KD P90048

**\$3,800,000 – \$4,200,000**

One of just 90 550 Spyders constructed between 1953 and 1956

Delivered new West Coast Porsche agent Competition Motors of North Hollywood, California

Raced by successful long-term Porsche privateer Bob Donner in SCCA events from 1956–1959; subsequently owned by Porsche Club America luminary Laurie Leva

Acquired by the vendor in 1983 and restored and retained by him ever since

Eligible for events such as Le Mans Classic, Mille Miglia, and Monterey Historics





Ever since the company's inception, Porsche and motorsport have been inextricably linked. Despite early success with the 356, however, Porsche would not introduce their first purpose-built competition car until 1953. The resulting model, the 550 Spyder, proved to be well worth the wait.

Featuring a potent 1500-cubic-centimeter four-cam engine, a simple yet effective tubular chassis, and torsion bar suspension, the Spyder's weight of just 550 kilograms—a little over 1,212 pounds—afforded remarkable performance and agility, making it the car to beat in the up-to-1500-cc class of most contemporary sports car events. Indeed, by the end of 1954, class victories had been achieved in no lesser events than Le Mans, the Mille Miglia, and the Carrera Panamericana—not to mention numerous successes in national-level events on both sides of the Atlantic.

This example, chassis number 0054, left the factory on 14 July 1955, travelling via celebrated European Car importer Hoffman Motors of New York City to West Coast Porsche agent John von Neumann's Competition Motors operation in North Hollywood, California. Its first owner, Coloradan amateur racer Robert "Bob" Donner Jr., had previously raced an MG TC and a Jaguar XK120 in local events and was an existing client of Competition Motors, having acquired his Porsche 356 from the dealership earlier that same year.

Donner raced both Porsches contemporaneously in 1956, his first race with the Spyder being at Bakersfield, California on 19 May. He would line up against no less than six other 550 Spyderys, including those of emerging talents Ken Miles and Richie Ginther. Miles dominated proceedings in the preliminary race, with Ginther 2nd and Donner a creditable 9th, while the feature race the following day witnessed a repeat result up front (although on this occasion mechanical gremlins restricted Donner to a lowly 15th-place finish).

At Pomona, just over a month later, Miles once again led home Ginther in the preliminary race with Donner an encouraging 6th, while the feature race saw the top two placings reversed with Donner 6th once again. Interestingly, as a condition of purchase of his 356 from von Neumann, Donner received occasional driving tuition from Ginther through 1956, so unsurprisingly this—coupled with greater familiarity with the car—accounted for his increasing competitiveness in the 550 over the course of the year. Donner appears to have raced 0054 just once more in 1956, at Casper, Wyoming, where he took victory; regrettably, no further details as to any other competitors or their placings are known.

At the end of 1956, Donner, accompanied by 0054, moved back to his native Colorado, thereafter focusing primarily on SCCA-organized events in the Midwest. His 1957 season started strongly with a string of four outright wins at Coffeyville, Kansas and La Junta, Colorado, although the opposition—at least at the start of the season—was somewhat lower-key than had hitherto been the case in California. This said, from mid-season onwards some big names started to arrive; his valiant 5th place in the preliminary race at Eagle Mountain, Texas, behind the likes of

Paul O'Shea's Mercedes 300 SLS and Jim Hall's Ferrari 750 Monza, and ahead of Jack Hinkle's Maserati 300S and Loyal Katskee's similar Monza, bearing testament to this. Meanwhile, with pacesetters O'Shea and Carroll Shelby eliminated in a first lap accident, Donner drove intelligently to finish 3rd in the feature race later that same day behind Dick Thompson's Corvette and the similar 550 Spyder of John Max Wolf.

At the Road America SCCA round in late June, Donner further underlined his continued development as a driver by finishing 5th in a race won by Lake Underwood's similar 550 Spyder, with his season concluding with a trip to Phoenix in December for the year-ending Arizona SCCA races in which he took a 3rd place in the preliminary and 2nd in the feature race behind Bill Moore's Corvette.

Donner's 1958 season would be a truncated one, encompassing just two race weekends. At La Junta on 31 May, he finished a fine 3rd in the preliminary race behind Ray Jones' Ferrari 500 TRC and Jack Hinkle's Maserati 200SI, although the weekend ended in disappointment with a rare engine-related retirement from the feature race the next day. His final outing in 0054 took





place once again at Road America, in which he finished runner-up in the 20-lap SCCA Championship race to Don Sessler's similar 550 Spyder, albeit ahead of Chuck Dietrich's Elva MkIII.

Having acquired a new Porsche 718 RSK for the 1959 season, Donner sold the aging 550 to Utah native and future Porsche Club America luminary Laurie Leva, who had himself campaigned a Porsche 356 in local Club events for some years. Leva is believed to have only competed in one event with 0054—at McCarran Field, Las Vegas in 1961, in which he finished 2nd—before selling it to Ed Hausserman of Columbus, Ohio, in 1963.

Hausserman kept the car only very briefly, selling it to Chuck Woodward of Lakebay, Washington in April 1964. It was in the latter's custody that 0054 was damaged in a garage fire in June 1965, the car remaining in this state for the next 18 years—and passing through five further successive owners—before its acquisition by the consignor, himself a respected Porsche master technician, in 1983. Original photos of the damage and garage fire accompany the car and are available for review within the history file.

#### **A SPYDER'S PAINSTAKING ROAD TO RESTORATION**

An exhaustive restoration of 0054 ensued, with great care being taken to preserve its originality as far as practically possible. In 1987, the consignor commissioned New England Metal Crafters of Newburyport, Massachusetts to restore the damaged bodywork and while—inevitably—some new metal was required, the car is said to compare favorably with many other 550s in this respect.

Although the consignor purchased the car without an engine, he subsequently obtained another 550 unit numbered KD P90048, with its prefix being an abbreviation of *Kunde Dienst*—literally translating as “Customer Service.” Interestingly, according to factory records, the original engine fitted to 0054 was listed as 90048. It is therefore possible—although unconfirmed—that the “KD” engine is in fact an original period factory replacement item for this particular chassis. Nevertheless, it was subsequently fully rebuilt and bench-tested at Carrera Motors in Florida in 2000.



The remainder of the mechanical restoration work on the car was performed by the vendor himself, under the watchful eye of noted long-term 550 owner, racer, and model authority Dick Hyland; Warren Sandford of Newburgh, New York provided a repaint to its original racing livery. Throughout the process, considerable attention was paid to preserving and reinstating any original components or features, and several rare Porsche details—including the factory chassis plate, Wendler body, and Spyder emblems (still positioned on their fiberboard base plates)—remain original to the car, along with the hood and tail. A factory cloth top obtained by the consignor from a fellow East Coast enthusiast helps to make 0054 a very “period-correct” 550 Spyder.

The consignor returned the car to running and driving condition in the summer of 2021, and the engine has recently been fired for the first time since its rebuild in 2000, yet the car will require proper sorting before it is capable of being run in anger on-track or on tour. There can be little question that any enthusiast would be richly rewarded for undertaking such an endeavor, however: Eligible for some of the world’s most prestigious vintage racing events, the Porsche 550 Spyder remains a hugely versatile and capable performer—not to mention a landmark design from which all subsequent Porsche Sports Prototypes ultimately descend.

With known ownership from new, many period images of the car both pre- and post-restoration, and having covered barely a handful of miles in almost six decades, chassis 0054 occupies a unique place amongst the 90 Spyderys constructed, and would undoubtedly be a worthy and highly significant addition to any serious Competition or Porsche-focused car collection.







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## 1928 Bentley 4½-Litre Drophead Sports Coupe

COACHWORK BY SALMONS & SONS

CHASSIS NO. **XL3114**  
ENGINE NO. **XL3116**  
REGISTRATION NO. **OX8415**

**\$500,000 – \$600,000**

An appealing 4½-Litre affectionately known as “Mr. Fred”

Fitted with lightweight aluminum coachwork in period for Fred Salmons; used as his personal car

Retains numbers-matching engine, front and rear axles, and steering column; fitted with an appropriate “C” gearbox in period

Restored by Aston Martin Works in the early 1980s and recently refreshed

Accompanied by a report by Dr. Clare Hay as well as a file of historic photos and correspondence





Much of Bentley Motors' lasting cachet can be tied to its first dozen years, from its establishment in 1919 until its founder, W.O. Bentley ceded control of the company to Rolls-Royce in 1931. This was the age of the so-called "Bentley Boys," whose high-speed antics on, and sometimes off, the racetrack earned headlines and drummed up sales. W.O.-era Bentleys also earned a reputation for stout engineering and durable construction that did not come at the cost of sportiness. These attributes are still appreciated by owners of vintage Bentleys today, and are very much evident in this 1928 Bentley 4½-Litre Drophead Sports Coupe.

The 4½-Litre model made its debut in late 1927, following a prototype's running at Le Mans that year. Successor to the 3-Litre, it used the same bore and stroke as the six-cylinder 6½-Litre but retained the 3-Litre's shaft-and-helical camshaft drive. The engine quickly proved its mettle, with Bentley swiftly taking an outright win at Le Mans in 1928 and meeting much continued success afterward at Brooklands. In racing trim, a properly prepared 4½-Litre was capable of 120 mph, which was considered quite remarkable for the era.

The 4½-Litre offered here, chassis number XL3114, was delivered in new to an S.K. Thornley of Birmingham, England; it initially wore a Vanden Plas body. It was acquired in 1933, while still under Bentley Motors guarantee, by Fred Salmons of the Newport Pagnell-based coachbuilder Salmons & Sons, established in 1830. Despite his company's success, he remained a grounded industrialist known as "Mr. Fred" on the shop floor (a moniker this Bentley inherited).

A gentleman driver, Mr. Salmons also enjoyed spirited motoring, having participated in the 1932 Monte Carlo Rally, and this sporty Bentley was the perfect car to be clothed with his personally preferred style of coachwork. The outcome was this delightful Drophead Sports Coupe, an elegant body rendered in lightweight aluminum. Its convertible top offering the joy of open-air motoring in finer weather, while providing better all-season protection than a simple roadster top while closed. With its elegant slender front wings and polished aluminum louvers, this coachwork is among of the finest that Salmons' company ever created.

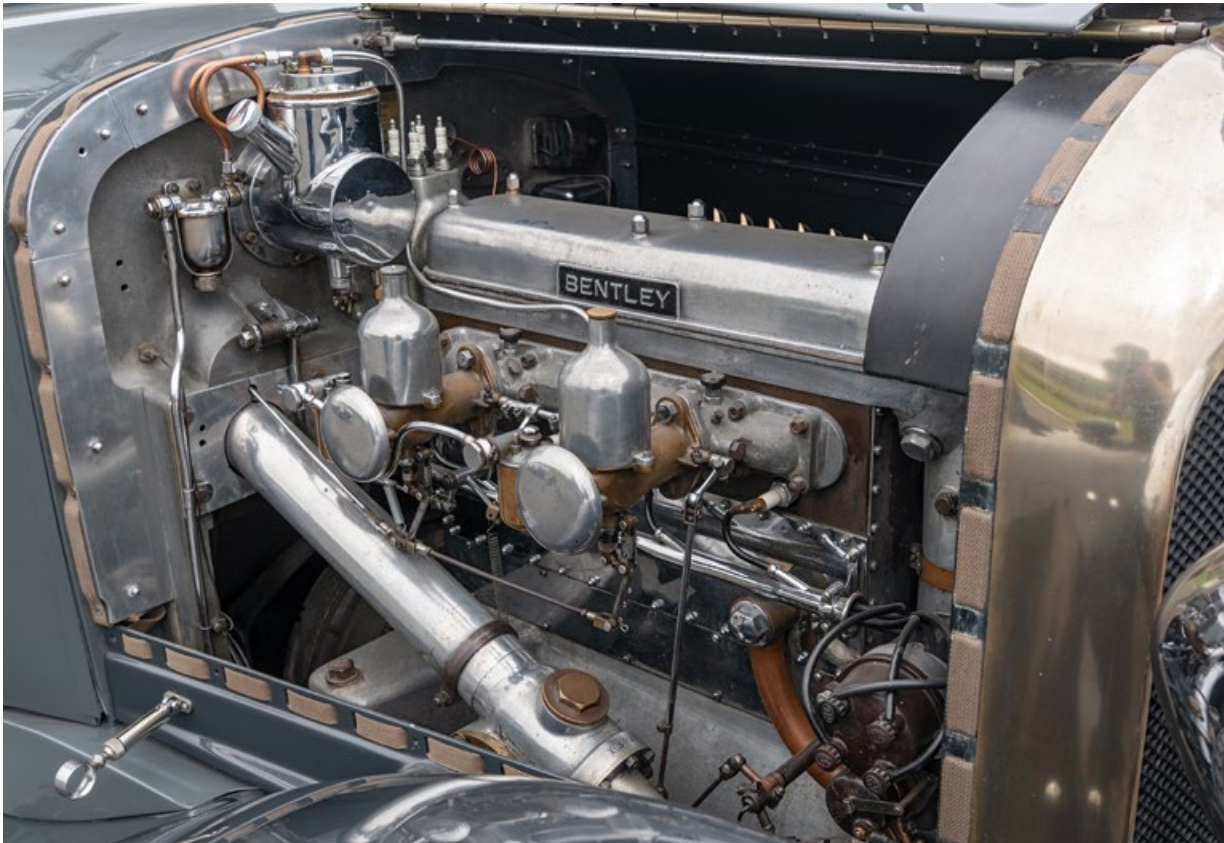
In a finishing touch, its doors displayed polished "Tickford wings" (the first and only example seen, having been specified

by Fred Salmons) above the beltline, a subtle emblem for the coachbuilder that is visible in period photos of the car and still present today. Mr. Salmon used XL3114 as his personal car, and he is noted as its owner in the Bentley service logs until 1940. Following World War II, the car passed through several owners and briefly resided in the United States.

In the early 1980s, "Mr. Fred" returned to England, where it was sent back to the original Salmons & Sons building in Newport Pagnell, then (as now) operating under the auspices of Aston Martin Works, for restoration. These works are well photographed and documented in Dennis C. Mynard's book, *Salmons & Sons: The Tickford Coachbuilders*. In 1985, the car was acquired by D.P.L. Benyon, who lovingly used the car in many Bentley Drivers Club events and international rallies, including the Irish Gordon Bennett Rally. Mr. Benyon retained the car for over three decades.

Presently, the Bentley retains its numbers-matching car engine, front and rear axles, and steering column. Its "C" type gearbox was an appropriate replacement fitted in-period by Bentley Motors as a replacement for its original "D" type gearbox. It is fitted today with an overdrive, providing a higher cruising speed





for additional capability on today's roads. In 2000 the engine was rebuilt, including a rebore, new Arias pistons, new liners, and valves; consequently, this well-sorted 4½-Litre is said to be capable of outpacing many of its rivals on rallies.

In a further tribute to its significance and appeal, "Mr. Fred" was handpicked to take part in the prestigious 2020 Concours of Elegance at Hampton Court Palace—where 50 of the world's finest vehicles were formally invited to be driven and displayed in

the royal gardens. Prior to this event, the car went to Rolls Royce and Bentley specialist Carl Ford (formerly of Hoffman & Burton) for a tune-up and extensive examination; approximately \$30,000 was spent, with long-distance continental rallying in mind.

Accompanied by copies of historical photos and correspondence, a report by Bentley authority Dr. Clare Hay, and invoices for service work performed on the car from 1999 through to 2020, this charming Bentley 4½-Litre awaits its next enthusiastic owner.



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## 1990 Porsche RUF BTR Carrera 4 Turbo

CHASSIS NO. **WPOAB296XLS450197**  
ENGINE NO. **003**  
GEARBOX NO. **E0118**

**\$240,000 – \$290,000**

Full RUF BTR conversion with 425 hp; dubbed the “Ultimate”

Built at the request of the Beddor family; total cost of \$225,131

Noted hillclimbing competition history

Features extremely rare and interesting RUF EKS electronic clutch system, which has been recently rebuilt to factory specifications

By the late 1980s, Alois Ruf’s eponymous German firm was no longer a mere Porsche tuner. Granted full manufacturer status by the German government, the tides had turned for RUF in the wake of its ferocious Yellowbird CTR that amped the Porsche 911 3.2 into a 213-mph monster.

In 1988, Porsche unleashed the most sophisticated 911 ever, the 964. Its comparatively streamlined shape gave little hint as to the changes underneath. The 964 Carrera 4 guise was the world’s first four-wheel-drive 911. The 959-derived all-wheel-drive system was complex but



proven, and tied to an advanced anti-lock brake system.

This black Porsche 911 offered here is no longer a mere Carrera 4, however. Ordered new by the noted Beddor clan of American hillclimbing enthusiasts and sent immediately to RUF at Pfaffenhausen, the car was first outfitted as a 385 horsepower BTR—but even that hardly describes its current status. To the tune of about \$225,000 between 1992 and 1993, RUF further upgraded the engine to a next-generation turbocharged 3.8-liter flat-six rated at 425 horsepower and tied to a proprietary RUF EKS automated-manual

gearbox. The unique gearbox does without a conventional clutch pedal, allowing for fast, low-stress shifting. Upgraded brakes and a stiffer suspension ensure that it can tackle corners at increased velocities, and RUF also added an adjustable differential for the Carrera 4 drive system. The Beddors campaigned this unique RUF to several notable finishes in-period, until cycling unto a newer RUF offering by 1996 (as was their *modus operandi*).

The chassis features an integrated roll cage, sunroof-delete, airbag delete, full suite of lightweight cabin appointments, RUF-installed widebody kit, massive induction spoiler, and low-profile racing

mirrors. Interestingly, the radio, air conditioning, and cabin heater have been retained for ideal comfort. In 2018, the valve timing was adjusted and the RUF-modified KKK turbocharger was fitted with new seals. More recently, the unique RUF EKS gearbox was treated to a thorough diagnosis and rebuild of its strain-gauge automation by Tim Taylor at Red Car Restorations near Dallas, Texas.

Both a significant piece of RUF's history and a usable high-performance sports car, this BTR is designed and built for enjoyment at great speed.





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## 1955 Porsche 356 1500 Continental Cabriolet

COACHWORK BY REUTTER

CHASSIS NO. 60719  
ENGINE NO. 34059

**\$300,000 – \$400,000**

One of only 228 Continental Cabriolets built in 1955

Unique, special-order car with rare accessories, including a Petri steering wheel

Retains its numbers-matching engine

Restored by a marque specialist and presented in its unique, factory-correct color combination



Porsche's first series-produced 356 Cabriolets appeared in 1950, with Karrosseriewerk Reutter building five examples and Gläser of Dresden issuing another 33. Production amped up the following year, with Reutter assuming all 356 Cabriolet production in 1954 and continuing production through to the end of the 356 series in 1965. As it was both luxurious and expensive, the model enjoyed popularity with touring drivers, and its fixed windshield, multi-layered folding top, and fully bolstered seats made it a comfortable choice for all-day cross-country travel.

By the time that the car offered here left the factory on 22 December 1954, Porsche had sold several hundred Cabriolets, most of them to the U.S. market, which was rapidly becoming the small automaker's most important source of revenue. Nearly all of them were imported through Max Hoffman's legendary dealership on Park Avenue in New York City. Hoffman suggested that since American manufacturers were applying stylish names to their products, Porsche coupes and cabriolets delivered in the United States should be named Continental, a name which was applied to the 1955 models. The name quickly caught the

attention of Ford Motor Company, which claimed rights to that name for the stateside market. As a result, the gold Continental fender scripts appeared only for that year.

This intriguing US-market example offered here was the third-from-last 356 Continental Cabriolet produced in the 1954 calendar year. It is unique in that it was a "paint-to-sample" order, with its original buyer specifying orange paint, a black leather interior, and a black top. Orange would not appear on Porsche's palette until the 1957 model year, and even then it was only available as an extra-cost Special Order item. To answer the order for this car, Porsche had paint manufacturer Lechler create a specific shade of orange.

Nearly 30 years ago, the car was acquired, in rough but mostly complete condition, from its original owner by noted 356 collector Lawrence Redman. Redman stored it in a hangar near Oxnard, California, until 2009, when, shortly before his passing, he was persuaded to part with the car by its previous owner.



After its purchase, Ed Palmer's shop in Camarillo, California, took the body down to its bare metal, finding evidence that the car had indeed been originally finished in Orange, as was confirmed by its Kardex. The car was purchased with most of its original components, but marque expert Michael Shatz undertook a lengthy search for some missing critical trim items. Most of the correct parts were eventually found through various sources, with the only exception being the parking brake handle. Meanwhile, Palmer completed the necessary bodywork and applied fresh paint in the correct shade.

The car was then completed in Shatz's shop, with the numbers-matching 1500 Normal engine, transaxle, brakes, and electrical system carefully rebuilt. Autos International rebuilt and reupholstered the original seats in black leather and made up new carpeting, and a new top was made by them and finished by Conejo Upholstery. The instruments were rebuilt by Palo Alto Speedometer.

The car rides on date-correct 16-inch wheels, mounted with whitewall tires, and it has numerous special accessories,





including a multi-band Telefunken radio and an unusual rearview mirror that also houses the radio antenna. Its most intriguing feature, however, is the very rare and expensive Petri "Superb" steering wheel, which was offered as an aftermarket piece. The double rings with their thumb-pegs allowed the driver to control not only the high-low headlamp beams, but also the directional signals—by displaying the mode via three small indicator lamps built into the hub. This wheel, capped by a lovely Golden Lady hood button, was listed in the 1955 VW accessory catalogue as

being priced at 125 Deutschmarks, which was a large sum for its day. Any Porsche owner might have found it tempting, and it is, indeed, the perfect finishing touch for this striking Cabriolet.

This visually arresting Pre-A Continental Cabriolet, complete with a correct tool roll, jack, and manuals, and fitted with one of the most exotic accessories of its day, is now ready to pass to a new owner. It turned heads when new and it will no doubt do so now whenever it takes to the concours field.



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## 1962 Ferrari 268 SP

COACHWORK BY FANTUZZI

CHASSIS NO. **0798**  
ENGINE NO. **0798**  
GEARBOX NO. **6**

**\$8,000,000 – \$10,000,000**

Please note that this lot is sold on a Bill of Sale.

The third of only six examples produced; the test bed for mid-engine V-8 configuration

One of two originally equipped with a rare Ferrari V-8; only four such engines built

Integral to the evolution of the Ferrari P-car series

Factory racing and development car for the 1962 season

Scuderia Ferrari entry at the 1962 24 Hours of Le Mans

Campaigned under the NART banner from late-1962 through 1963

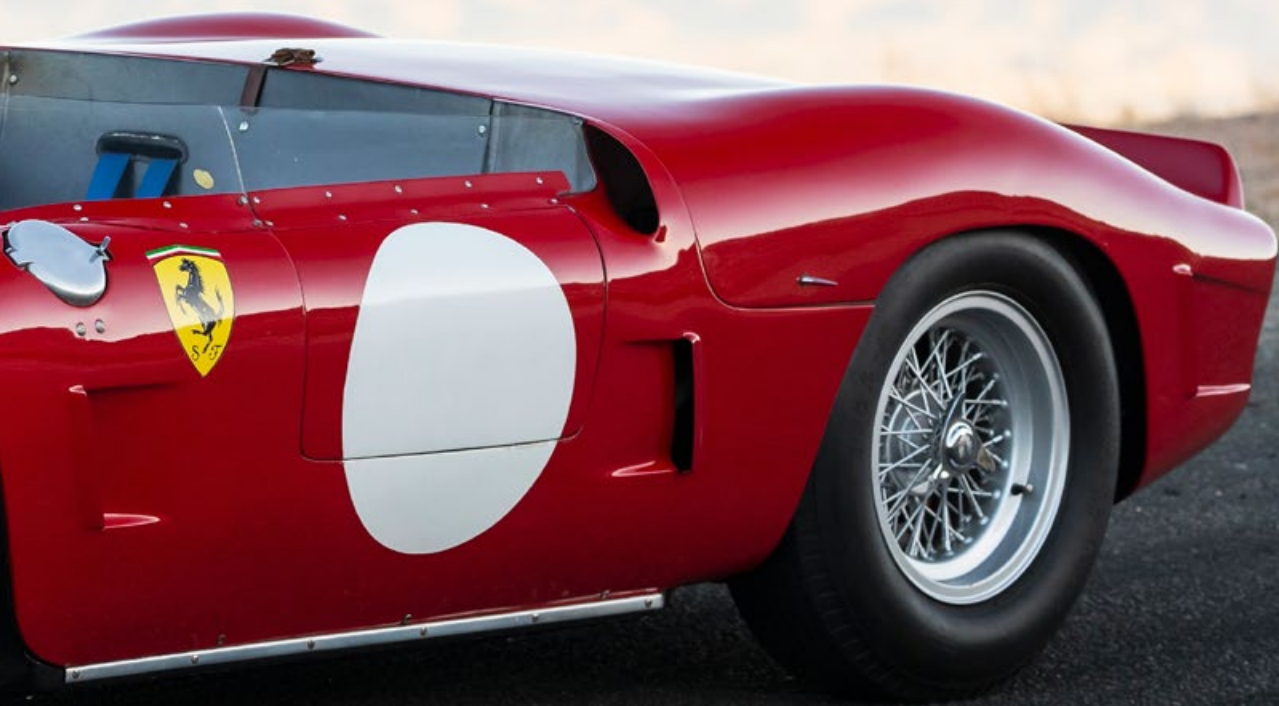
Driven to the 1964 SCCA Class D Modified Championship

Formally of Pierre Bardinon's renowned Mas du Clos Collection for 27 years

Only two private owners since 1969

Ferrari Classiche certified; matching-numbers example





## EVOLUTION OF THE FERRARI SPORTS PROTOTYPE

In 1960, following the lead taken by Cooper and Lotus, Ferrari began to experiment with rear engine placement in its Formula 1 and sports-racing cars. The dual overhead-cam V-6 engine co-engineered by Vittorio Jano and credited to the late Dino Ferrari was the power plant of choice, and potential applications ranged from Grand Prix to sports car racing.

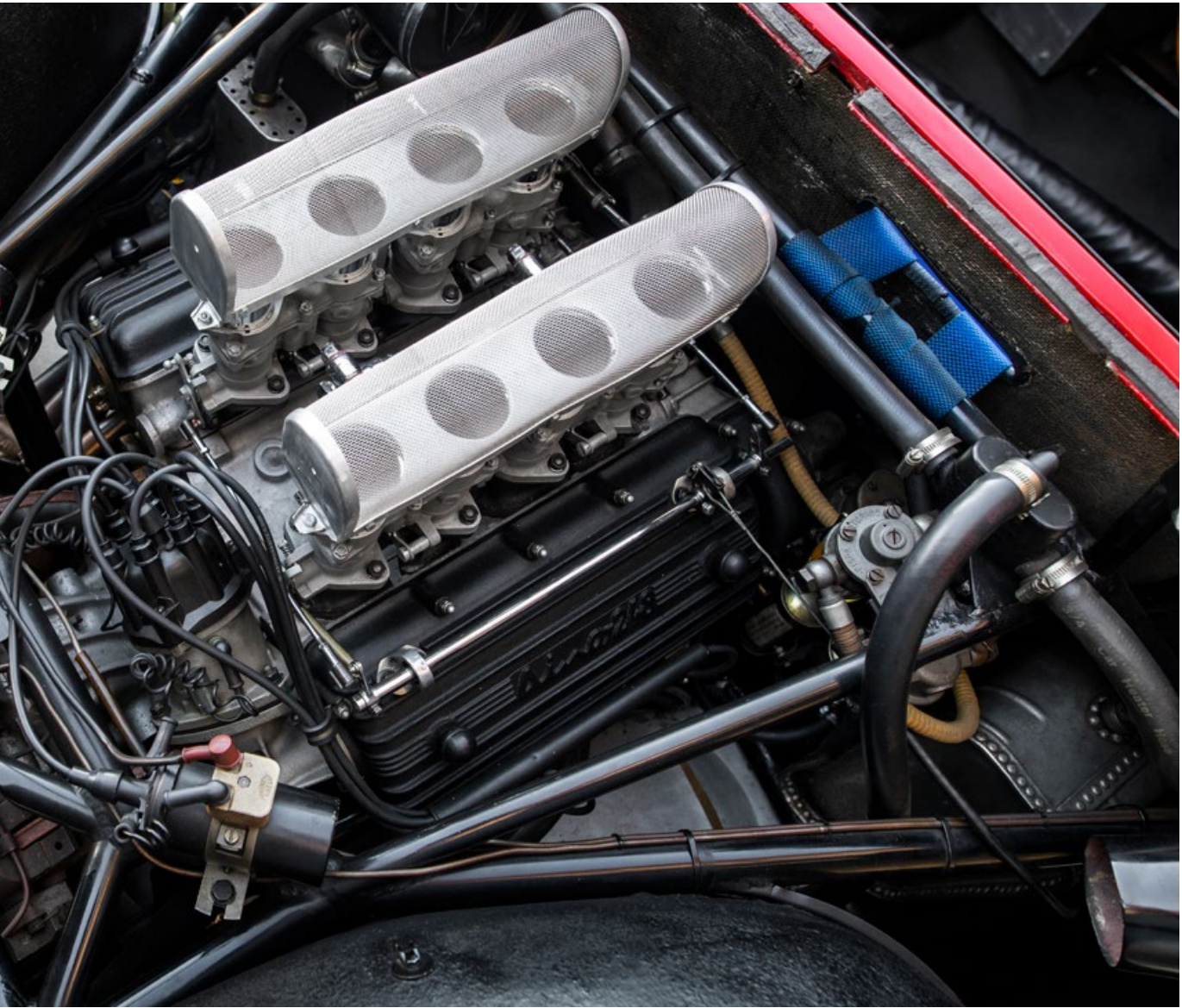
With displacement increased to 2.4 liters, the engine was dropped into two new sports cars, chassis numbers 0790 and 0796, which rode purpose-built Type 561 chassis based on the 156 F1 Grand Prix car. The two cars were introduced to the public at Ferrari's press conference in February 1961, marking the first appearance of the mighty Dino SP sports prototypes.

The most dramatic aspect of the SP was surely its breathtaking spider coachwork by Fantuzzi. A complete departure from prior Maranello styling, the new open design featured a low-rise windscreen, delicately curved rear fenders, and the innovative sharp spoiler at the edge of the tail. These cues would become instrumental to seminal Ferrari racers like the 250 P and 330 P, and even influenced Scaglietti-built berlinettas like the 250 LM. Fantuzzi's bodywork was punctuated with an aerodynamic protruding nose featuring a twin-nostril grille, similar to that of the Ferrari 156 Formula 1 driven by Phil Hill in the World Championship in 1961.

While the first two 246 SPs showed significant promise during the 1961 season with a 1st overall finish at the Targa Florio and 3rd place at the Nürburgring 1000 KM, they also suffered their share of early retirements. Encouraged by the promising results, Ferrari developed the SP into a broader range in 1962 debuting four SP examples featuring four different engines.

In addition to the 246's original 2.4-liter displacement, the line-up now featured smaller and larger versions of the Dino V-6 (respectively the 196 SP and the 286 SP), as well as a brand new, extremely unusual V-8. The so-called 248 SP featured a 2.4-liter engine that was essentially two-thirds of a 400 Superamerica V-12. This motor was initially used on just two cars: the one shown at the press conference, chassis number 0806, and the example presented here, chassis number 0798.





### CHASSIS NUMBER 0798

This car is the third of six SP examples built, soon followed by chassis numbers 0802, 0804, and 0806. The 1962 cars featured minor bodywork revisions, as the FIA's windscreen-height regulation had changed. With a cut windscreen, new technical director Mauro Forghieri correspondingly lowered the tail for an even sleeker profile.

The 2.4-liter V-8 unfortunately proved to be underwhelming in competition, with the best performance coming with a 13th place finish by chassis 0806 at the 12 Hours of Sebring in March 1962. Displacement was therefore increased to 2.6 liters, and just four examples of this new Type 202 engine were reportedly produced, two of which were quickly installed into 0806 and 0798.

Now equipped as a 268 SP, chassis 0798 was integral to Ferrari's testing at the Le Mans trials in April 1962, where it was put through the paces by team drivers Ricardo Rodriguez, Lorenzo Bandini, Mike Parkes, Olivier Gendebien, and Willy Mairesse. Technically, the car was modified with a rear-cockpit airfoil enclosure for potential aerodynamic improvement along the fast Mulsanne straight, and this may have been the first appearance of the bread-basket cowl enclosure later seen in the 250 P and 330 P. A central dual long-pipe exhaust and special glass-sectioned front window for improved vision were also added. Despite the extensive tuning, 0798 retired early at Le Mans in June, with Giancarlo Baghetti and Ludovico Scarfotti experiencing clutch issues after 230 laps. Later in 1962, the Scuderia sold 0798 to Luigi Chinetti for use by his North American Racing Team (NART).



Giancarlo Baghetti/Ludovico Scarfotti, #27, 24 Hours of Le Mans, 23-24 June 1962.  
Courtesy of the Klemantaski Collection



Buck Fulp/Harry Heuer, #27, 12 Hours of Sebring, 23 March 1963.  
*From the Collections of The Henry Ford*

In December 1962, the 268 SP was entered by NART at the Bahamas Speed Weeks, and it captured 8th overall and 3rd in class at the Nassau Trophy Race, piloted by the great Bandini. Over the next few months, further bodywork alterations were undertaken, with the twin-nostril grille replaced by a single-vent configuration. The car was then entered at Sebring in March 1963, where it was piloted by John "Buck" Fulp and Team Meister Bräuser ace Harry Heuer to a 34th overall finish, and 8th in class. Bandini assumed driving duties again at the Canadian Grand Prix in September, though the car would retire early.

During this period, the Ferrari was sold to Buck Fulp, though he continued to largely campaign the car on behalf of NART. A very successful race record soon shaped up, starting with the 1963 Bahamas Speed Weeks, where the SP finished 5th overall and 2nd in class at the Governor's Trophy Race, and 11th overall with 2nd in class at the Nassau Trophy Race, both times driven by Fulp.

In January 1964, 0798 was purchased by privateer Tom O'Brien of Patterson, New Jersey, in a partial exchange for chassis number 0776, a front-engine 196 S. O'Brien and his brother Jim raced the 268 SP frequently in East Coast SCCA events, finishing 2nd overall and 1st in class at Marlboro in April 1964, and 1st overall at Cumberland in May. This was followed by another 1st overall finish at Bridgehampton in May, and three strong finishes at Lime Rock, a 5th place in August, 2nd place in October, and another 1st overall one week later. The strength of these performances propelled Tom O'Brien to the 1964 SCCA Class D Modified Championship.

In 1965, O'Brien sold the car to one of his employees, Robert Hutchins of New York. His race record was less successful, with several retirements over the course of 1965 and 1966 that included two engine failures. Luigi Chinetti was retained to rebuild the original motor, and the car was eventually traded back to him in July for a 275 GTB/C competition car.



### FROM RUGGED RACER TO RARE COLLECTIBLE

The rare sports prototype remained stored at Chinetti's Greenwich, Connecticut, facility until February 1969, when it was sold to Pierre Bardinon of Aubusson, France. Mr. Bardinon was one of the world's foremost Ferrari collectors, owning a personal museum of some of Maranello's most important sports-racers, housed within his sprawling Mas du Clos estate. Enzo Ferrari himself once told a journalist that he did not need a Ferrari museum because one already existed at his friend's Mas du Clos collection. Mr. Bardinon returned the SP to Fantuzzi for refurbishment in the early 1970s, and the nose was restored to its original twin-nostril configuration, while the competition exhaust was replaced with the original split-pipe design initially utilized by the factory.

In the summer of 1987, the beautifully restored car was displayed at Cartier's Homage to Ferrari exhibition outside of Paris, and it was also included in a feature about the Mas du Clos Collection that ran in issue No. 50 of *Cavallino* magazine. In June 1996, after 27 years in the renowned collection, 0798 was presented at Concorso Italiano in August and acquired by the current owner soon thereafter.

The consignor has continued to present the car at select major events, starting with the Ferrari 50th Anniversary celebration drive from Rome to Modena in early June 1997, followed by the Goodwood Festival of Speed a few weeks later. Other events over the past two decades of ownership include the 1998 Ferrari Days at Spa-Francorchamps, 2002 Goodwood Festival of Speed, Ferrari 60th Anniversary Concours in Maranello,



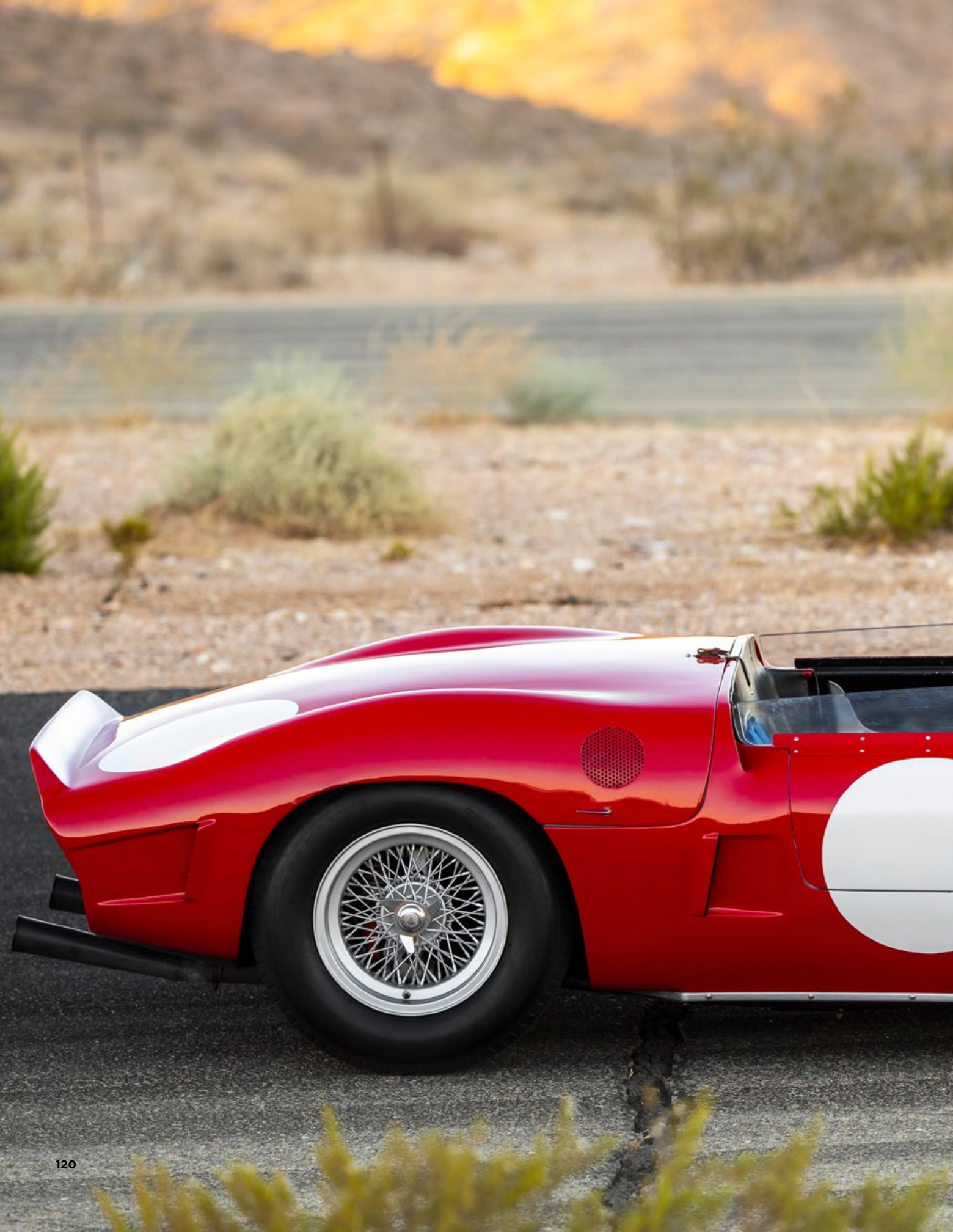
2001 Silverstone Historic Festival, 2013 St. James Concours d'Elegance, and countless others. In January 2001, the fabulous 268 SP appeared at the Cavallino Classic where it took home a Platinum Award and the Ferrari Spirit Cup.

This 286 SP claims extreme rarity in the Ferrari lineage as one of just six SP racers originally built and one of only two examples originally equipped with the developmental Maranello eight-cylinder engine. Boasting associations with legendary drivers like Lorenzo Bandini, Harry Heuer, Olivier Gendebien, and Ricardo Rodriguez, chassis 0798 was an integral part of Ferrari's sports prototype development and racing campaign, and it laid the foundational groundwork for the famed Ferrari

P cars. It is also no doubt a cornerstone of the 1964 SCCA D Modified Championship. As such, 0798 has been extensively chronicled and photographed in numerous books and articles, including significant coverage in John Godfrey's authoritative 1990 volume *Ferrari Dino SPs* as well as a multi-part feature in *Cavallino*.

Still displaying the benefits of its faithful restoration in the hands of Pierre Bardinon, with a lovely patina, this technically groundbreaking and stylish 268 SP would crown any collection. Chassis number 0798 now awaits its next dedicated caretaker, certain to elicit invitations to major concours d'elegance, FCA events, and preeminent motorsports reunions.









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## 1968 Mercedes-Benz 280 SL 'Pagoda'

CHASSIS NO. 113.044.12.000200

**\$200,000 – \$225,000**

OFFERED WITHOUT RESERVE

Stunning presentation in its factory original color combination of Dark Olive over Cognac

No expense spared restoration by the Mercedes-Benz Classic Center USA

Previously displayed in the Mercedes-Benz exhibition stand at Pebble Beach Concours d'Elegance

Maintained in concours-quality condition

The elegant styling and undeniable appeal of the Mercedes-Benz 280 SL "Pagoda" made the German two-seater popular at the time of its first availability in the 1960s, and its long-lasting charm has sustained demand as a coveted collector car since then. First introduced in 1963 as the 230 SL, the new-generation W113 Mercedes roadster was designed by Paul Bracq with the model earning its "Pagoda" nickname thanks to the distinctive concave removeable hardtop that owners could equip for all-weather driving. The 280 SL represents the last iteration of the of the beloved W113 model, most noticeably enhanced with a larger displacement 2.8-liter



version of the inline six-cylinder engine along with other refinements over its predecessors.

This 1968 Mercedes-Benz 280 SL left the factory finished in Dark Olive over a Cognac interior with brown carpets. It was further specified on the data card to have been delivered with single seats, a color-matched hardtop, power steering, automatic transmission with floor shift, English instrumentation in miles, U.S. version, driver's sideview mirror, paint coat preservative, interference suppression without a radio, tinted glass, garnish mouldings on the hardtop, whitewall tires, and folding soft top in black.

In 2010, the 280 SL “Pagoda” was entrusted to Mercedes-Benz Classic Center USA in Irvine, California, for complete restoration. Over the next year, every nut and bolt on the car would be disassembled and refinished to the incredible standard as seen today. Shortly after restoration work was completed, this car was displayed in the Mercedes-Benz exhibition stand at the Pebble Beach Concours d’Elegance—giving testament to the capabilities of the Mercedes-Benz Classic Center to return a 280 SL to the same condition it would have left the factory in 1968, even to the point of replicating the factory chalk and paint inspection marks. Soon after exhibition, this car returned to the renowned Chris Marsico collection before joining current ownership early last year.

Today, this meticulously restored 280 SL is truly a sight to see. It rides on Michelin tires wrapped around steel wheels with color-matched factory wheel covers. The interior is appropriately trimmed in Cognac leather, accented by wood trim, and features a VDO Kienzle dash clock and a Becker Europa radio. During restoration, the car was refitted with stylish European-specification Bosch Lichteinheit headlights for a more streamlined appearance. It is accompanied by a tool roll, books, and manuals, and includes both a color-matched hardtop and black convertible soft top.

Few W113 roadsters have been restored to this level of correctness and quality, allowing the next owner the closest experience to showing and driving a brand-new 280 SL.





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## Ω 1954 Glöckler-Porsche 356 Carrera 1500 Coupe

CHASSIS NO. 12213  
ENGINE NO. 90016

**\$750,000 – \$1,000,000**

Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States.

The last of six influential Porsche-based racing specials by Walter Glöckler

Designed for the 1954 Mille Miglia; debuted in competition at that year's Liège–Rome–Liège road rally

Unique, aerodynamic coupe bodywork; fitted with a later 1.5-liter Porsche four-cam engine

Restored to its original specification by Ulrich Weinberg in 2005, with engine work by Armin Baumann

A unique and significant part of Porsche racing history; accompanied by historical file, restoration documentation, and FIVA card with A3 categorization



constructed a series of racing specials beginning in the late 1940s. The first used no Porsche components, but that changed as Glöckler recognized the value of Porsche's engineering. Watchful eyes in Gmünd, then Zuffenhausen, paid close attention to the so-called Glöckler-Porsches—in fact, Glöckler's lightweight, rear-mid-engine racing spyders, particularly the 1953 Glöckler-Porsche 1500 Super, are acknowledged as inspiration for, and direct predecessors of, the Porsche 550.

For his sixth and final Porsche-based car, Glöckler acquired an original 1954 356 Pre-A chassis, number 12213, from the automaker. A copy of the original Kardex on file is, save for this chassis number, blank; this is appropriate for "reserve" chassis that were to serve as replacements or, as in this case, the basis for special coachwork. Power came from a very early example of the Ernst Fuhrmann-designed four-cam "vertical shaft" flat-four, an advanced engine well-suited to this forward-looking vehicle. It was mated to a four-speed gearbox.

From the beginning, Porsche and motorsports have been inseparable; it is impossible to imagine a time when Porsches did not compete in, and win, everything from top-level races to amateur events globally. This is not to say that Porsche always had the resources to fund a world-beating works team, however. In its earliest years, while Porsche was still establishing itself, the automaker counted on outsiders to explore the inherent performance potential of its offerings.

Walter Glöckler was one such outsider. A Frankfurt, Germany-based Volkswagen and Porsche dealer from the very early days, he had been a motorcycle racer before World War II; to satisfy this need for speed, Glöckler and engineer Hermann Ramelow





Conceived to compete in the 1954 Mille Miglia, this car would be the sole Glöckler-Porsche coupe, an unusual choice in an age when most race cars were open. Frankfurt's C.H. Weidenhausen, who built the first two Porsche 550 RS Prototypes, executed the aluminum bodywork. Its design would have already stood out for its nearly vertical headlamps (plus a low-mounted central light) and its tailfins, but its unique coupe roofline makes it quite unlike anything else on the road or track. A huge, split backlight gave nearly panoramic views, all the better to spot pursuing cars, while roof cut-outs for the doors ease entry and exit while wearing a helmet.

Unfortunately, the car was not completed in time for the 1954 Mille Miglia, instead debuting at that year's Liège-Rome-Liège road rally. Walter Glöckler's cousin, Helm Glöckler, and Max Nathan piloted the car over the course of the demanding event. Despite oil supply problems that forced a technical retirement, the duo is said to have driven the coupe across the finish line. Notably, a Porsche 356 SL Gmünd piloted by Helmut Polensky and Herbert Linge won

that year (representing a repeat victory for Polensky, who won in 1952 with Walter Schlüter); Porsche's motorsports moment had arrived, thanks in no small part to the work of Walter Glöckler and his Porsche-based specials.

After the race, the car spent time at the Porsche factory, and by the end of 1954 it had been exported to the United States and bought by Tom Shipman. Circa the 1970s, it had apparently been acquired by Rudi Klein, and it was parked at his famous sports and luxury car salvage yard near Los Angeles. It would reside there until Hans Heffels, a Frankfurt-based Lufthansa employee, negotiated its purchase in 1993 and returned it to its homeland; however, he was unable to take on the demanding overhaul it required, and it remained in a disassembled state.

In 2005, German Porsche collector Hans Georg Frers obtained the car and commissioned a comprehensive restoration. Ulrich Weinberg of Zetel, Germany was tasked with repairing its





bodywork; he preserved all its original aluminum save for its front panel (which is still with the car today). At some point in the first decades of its life, the car's original engine was replaced by the 1.5-liter four-cam numbered engine P90016, which was originally installed in Porsche 550 Spyder chassis number 550-0026; such swaps were not uncommon at the time. This complex engine was entrusted to specialist Armin Baumann of Switzerland for a complete rebuild.

Subsequently acquired by the consignor in 2016, this remarkable 1954 Glöckler-Porsche 356 remains in excellent restored condition. Accompanied by restoration documentation, a historical file, correspondence with Otto Glöckler, and a FIVA identity card, this is a special, significant piece of the Porsche motorsports story that would make an ideal candidate for many of the world's top vintage rallies and tours.



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## 2008 Koenigsegg CCX

CHASSIS NO. YT9XH33B68A007048

**\$1,200,000 – \$1,400,000**

One of only 30 CCX models produced

Showing fewer than 1,600 miles on the odometer at time of cataloguing

Rare six-speed manual transmission

Finished in metallic black over a black leather and Alcantara interior

Full carbon-fiber body, carbon-fiber wheels, and factory-mounted fire extinguisher





The idea of building one's own supercar to compete with the likes of Ferrari, Lamborghini, and McLaren would generally be considered ludicrous, what with the monumental strides these companies have made in automotive technology and performance over the past decades. How could one man's vision compete with such established sporting pedigree and record-setting engineering?

From time to time, however, someone does indeed attempt such a feat and, on even rarer occasions, succeeds brilliantly. Such is the case with Swedish supercar builder Koenigsegg. Christian von Koenigsegg created a company in his own name in 1994; his aspiration was to build nothing short of the greatest supercar in history—or "megacar," as the company calls it. Over the next three years, with help from a small but highly skilled group, a prototype was constructed using a radical carbon fiber tub and a litany of automotive engineering firsts. This car, named the Koenigsegg CC for Competition Coupé, was first publicly displayed at the Cannes Film Festival in 1997 to an overwhelming reaction from both the public and the press. Confident his cars would find buyers, Koenigsegg left Cannes with nothing other than production on his mind.

The first customer car arrived in 2002, under the moniker CC8S. This car was entirely hand-built and set the stage for the minimalistic, clean, efficient, and elegant styling that would characterize all future Koenigsegg cars. Over the two-year production run, only six examples were constructed, two of which were right-hand drive. The chassis was made of carbon-fiber reinforced Kevlar and honeycombed aluminum, much the same as a Formula One car. It featured a removable targa-style hard top, eliminating the need for open and closed variants. No supercar is complete without a sexy pair of doors; Lamborghini has its scissors and Mercedes-Benz its gull wings, while Koenigsegg has “dihedral synchro-helix” actuating doors, which slide outward and pivot up.

Succeeding the CC8S was the CCR. The two cars shared many characteristics, with everything on the CCR improved: tuned suspension, larger brakes, bigger wheels, and aerodynamics creating significantly more down force. All these upgrades were made necessary because the 4.6-liter aluminum block, twin-supercharged V-8 had been tuned to produce an astonishing 806 horsepower. It would be this car that would dethrone the McLaren F1 as the fastest production car ever built, with a top speed of 242 mph—a record that had held for eight years. Only 14 examples would be built before Christian Koenigsegg’s unwavering commitment to build the greatest supercar of all time had him create a third iteration: the CCX, with “X” commemorating the tenth anniversary of the first drive of the original CC.





## KOENIGSEGG PUSHES THE ENVELOPE

Although similar in appearance, the exterior of the CCX was completely remodeled. This was not a cosmetic modification made to freshen the appearance of the car; rather, it was the result of a dedicated effort to eliminate everything that did not serve a dedicated function. A flat underside and venturi tunnels in the back helped reduce the coefficient of drag to an incredibly low 0.30, while increasing down-force to 60 kilograms at the front of the car and 65 kilograms at the rear at 120 mph. Interior comfort was improved with better ergonomics, and an additional two inches of headroom was added to accommodate taller drivers or those wearing helmets.

This car would be the first Koenigsegg to meet global emissions and crash safety standards. It could also run on 91 octane fuel and still produce identical power figures to the CCR. Amazingly, this engine can accelerate the car from 0 to 60 mph in 3.2 seconds and return 14 mpg in the combined cycle.

In the hands of Top Gear's infamous Stig, a CCX fitted with an optional rear wing managed to lap the Top Gear track in a blistering 1:17.60—toppling the Pagani Zonda F Roadster from its pedestal. In fact, the car sat atop the leader board for nearly two years, a record time that its greatest rival, the Bugatti Veyron, would be unable to best. With this achievement, Koenigsegg became known globally and has since been regarded as the absolute zenith in the realm of supercars. The CCX would break a litany of Guinness World Records, including an astonishing 0–300–0 km/h time of just 29.2 seconds.

With a production run from 2006 through 2010, only 49 CCX models were produced, according to Koenigsegg. This included a range of different variants broken down as follows: 30 CCX, nine CCXR, six CCX/CCXR Edition, two CCXR Special Edition, and two CCXR Trevita examples. (Koenigsegg notes that one CCX remains a factory test vehicle to this day and that some CCX models have since been upgraded to CCXR specifications.)



While Koenigsegg confirms that most CCX buyers specified the optional paddle-shift transmission, the example offered here features the less common manual six-speed. The car is finished in metallic black with a black leather and Alcantara interior and has been registered in California, Florida and, most recently, Ohio.

As with all CCX models, the body is made entirely of carbon fiber and features a hosts of other components made of the exotic material, including carbon-fiber wheels, seats, dashboard inserts, steering wheel, and air vents. Other features include carbon-ceramic brakes with black brake calipers, rear camera, front

suspension lifting system, quilted Alcantara seat inserts, quilted leather floor mats, and optional factory-installed fire extinguisher. The removable carbon-fiber roof panel fits in its own custom case and stores in a special compartment in the nose of the car.

With fewer than 1,600 miles showing on the odometer at time of cataloguing, this superb CCX clearly has been driven sparingly. The extremely low mileage, coupled with the car's superlative performance, exquisite craftsmanship, and rare manual transmission, undoubtedly makes it one of the most covetable supercars in existence.





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## 1966 Ferrari 275 GTB Competizione

COACHWORK BY SCAGLIETTI

CHASSIS NO. **09079**  
ENGINE NO. **09079**  
GEARBOX NO. **748**

**\$8,000,000 – \$10,000,000**

The 11th of 12 examples built featuring a 250 LM-type dry-sump *Tipo* 213 competition engine, thin-gauge aluminum alloy coachwork, and overwhelming use of lightweight components

Campaigned by Scuderia Filipinetti; one of four factory-supported privateer teams

Three-time 24 Hours of Le Mans entrant in 1967, 1968, and 1969

Class winner at the 1967 24 Hours of Le Mans, 1969 1000 KM of Spa-Francorchamps, and 1969 500 KM of Imola

Ferrari Classiche Red Book certified; accompanied by its numbers-matching engine and gearbox, and numerous ancillary components

Presently fitted with a six-carburetor high-performance engine and custom transaxle built by Roelhofs Engineering of The Netherlands

Restored in 2018 and optimized for vintage competition





#### THE LAST OF THE FACTORY COMPETITION GRAND TOURERS

In July 1964, the FIA denied homologation recognition to Ferrari's rear-engine 250 LM racecar, justifiably claiming that the model bore so little relation to a production car that it had no place competing against standard GT cars. Following this stinging rebuke, Ferrari responded by forging a more legitimate GT entrant out of the production 275 GTB. This effort was still inadequate, however, as too much weight was shaved from the production car for the initial 275 GTB Competizione prototype to earn FIA approval.

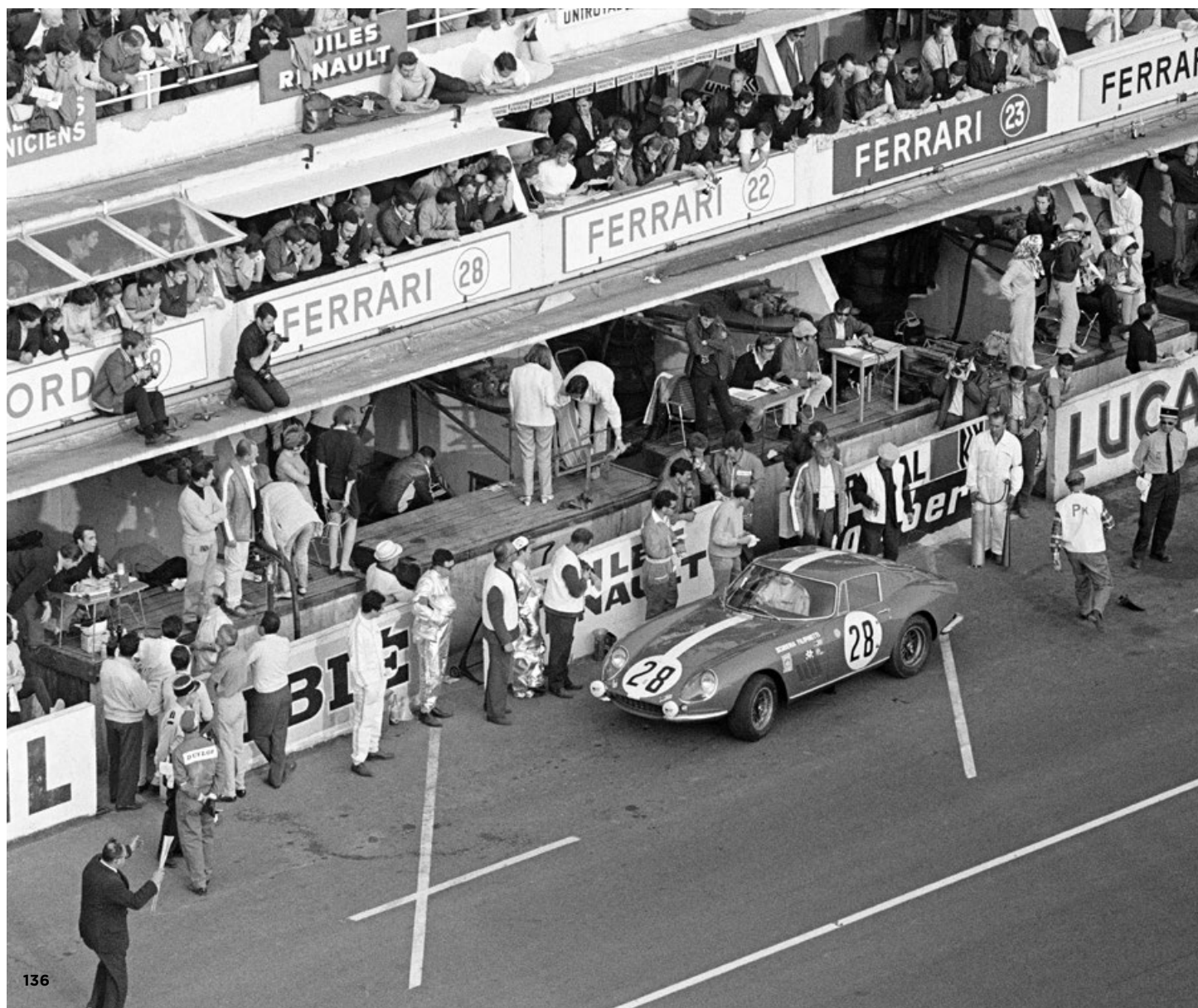
Returning to the drawing board, Ferrari built three Speciale 275 GTB competition examples at a compromised weight, and these were finally approved, though they arrived too late in the 1965 season to achieve much other than a class win at Le Mans. Having settled on a satisfactory production formula, Maranello earmarked ten more cars for the 1966 season with similar modifications, featuring standard aluminum alloy coachwork and external fuel filler caps on the right rear fenders.

During the spring of 1966 Ferrari began building a final series of 275 GTB/C examples that bore superior modifications. Founded on the long-nose variant equipped with the preferred double-ended universal joint torque tube, these dozen cars were built on specially lightened chassis and clothed in paper-thin aluminum half as thick as the standard alloy material. Aluminum was furthermore used in the floorpan and twin 140-liter fuel tanks, while the transaxle case, special high-lift camshaft, sump plate, clutch bell housing, and the timing case covers were all cast in lightweight magnesium alloy. Plexiglas was fitted on the all the glass surfaces except the windscreen, completing the model's low-weight profile. Power was provided by the new *Tipo*

213 competition engine, a dry-sump motor that was strategically placed lower and further amidships to improve weight distribution. Larger rear wheels necessitated more bulbous rear fenders, which contributed to the model's fierce aesthetics.

Only twelve of the second-series 275 GTB/C examples were built, and they appropriately represented the ultimate achievement for privateer *tifosi*, as the model proved to be the final GT car built by Ferrari's competition department. It followed up its predecessor's class win at Le Man with two more such triumphs in 1966 and 1967, resulting in a GT-class three-peat at La Sarthe, the final victory in 1967 being provided by the featured car, chassis number 09079.

Rico Steinemann/Dieter Spörry, #28, 1st in Class (11th Overall), 24 Hours of Le Mans, 10-11 June 1967.  
Courtesy of the Klemantaski Collection





Fellow countrymen Rico Steinemann and Dieter Spörry celebrate their class victory at Le Mans, 1967.  
*From the Collections of The Henry Ford*

### **275 GTB COMPETIZIONE, NUMBER 09079**

The second-to-last example built, this brilliant GTB's history commenced with a July 1966 order by the Societe Anonyme pour la Vente des Automobiles Ferrari (SAVAF), an official marque dealer in Switzerland. With the *Tipo 213* competition engine being completed in September, the GTB was cosmetically finished in *Rosso Chiaro* over an interior trimmed in blue cloth upholstery, complementary blue leather paneling and carpets, and a light gray headliner. As a competition car, 09079 was fitted with right-hand drive steering, in the great tradition of all the sports-racing Ferraris of its era.

As detailed in Ed Heuvink's 2001 book *Scuderia Filipinetti*, and confirmed by the research of marque authority Marcel Massini, in late May 1967 the 275 was sold to the Scuderia Filipinetti, one of only four preferred privateer teams to receive direct support from the factory. Adorned with Filipinetti's signature white stripe and fitted with two additional foglamps, 09079 was decorated with #28 and entrusted to former team driver Dieter Spörry and journalist Rico Steinemann.

The GTB's start was inauspicious enough, with the car only qualifying for a 34th place start. Ford GT40 Mk IV driver Mario Andretti even jokingly dismissed the car as a museum piece.

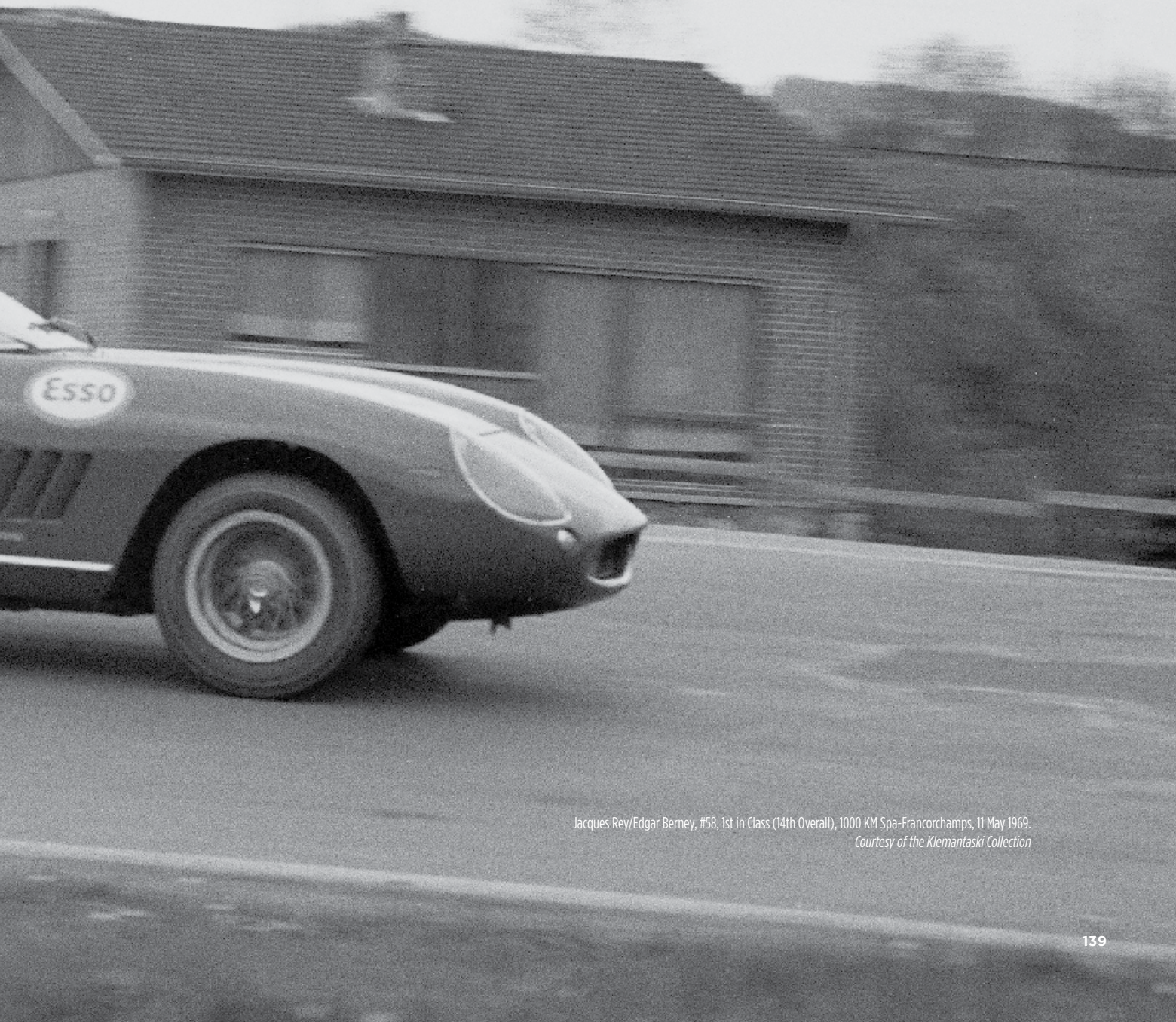


However, hours later Andretti's Mark IV was sidelined along with numerous other prototype-class entrants, while 09079 continued to ascend the field. By Sunday morning Spörry and Steinemann had advanced as high as 10th, establishing a commanding lead in the GT class. Eventually finishing 11th overall, the GTB averaged 178 kph while triumphing over a field of newer Corvettes and Porsche 911s in the GT class.

Shortly after the race, team principal Georges Filipinetti sought a buyer for 09079, and in early 1968 he sold the GTB/C to Jacques Rey, an occasional driver for the Scuderia Filipinetti. Rey clocked the 11th fastest time at the Le Mans tests in April 1968, although

the annual June race was postponed that year due to the "May 1968" social upheaval and labor unrest. Finally entering the re-scheduled event in September, the car wore #17 and qualified 38th on the starting grid. Unfortunately, suspension issues forced its early retirement after only eight hours.

Nineteen sixty-nine marked a rebound for the chassis 09079, as Rey drove the GTB to a class win and 14th overall finish at the 1000 KM of Spa-Francorchamps in May, and another class victory (14th overall) at the 500 KM of Imola in September. Unfortunately, a third attempt at Le Mans ended in disqualification for a rule infraction. These final triumphs marked the conclusion of 09079's impressive racing record.



Jacques Rey/Edgar Berney, #58, 1st in Class (14th Overall), 1000 KM Spa-Francorchamps, 11 May 1969.  
*Courtesy of the Klemantaski Collection*

## POST COMPETITION HISTORY

By 1970 Rey sold the 275 to California resident Phil Henny, and it then passed to four more American owners before being acquired in 1979 by John Wallace, who retained possession for six years. During his ownership, the GTB was presented at Mark Dees' annual Picnic and Ferrari meeting in May 1981, and at the 1984 Monterey Historic Races and concurrent Ferrari International Concours d'Elegance.

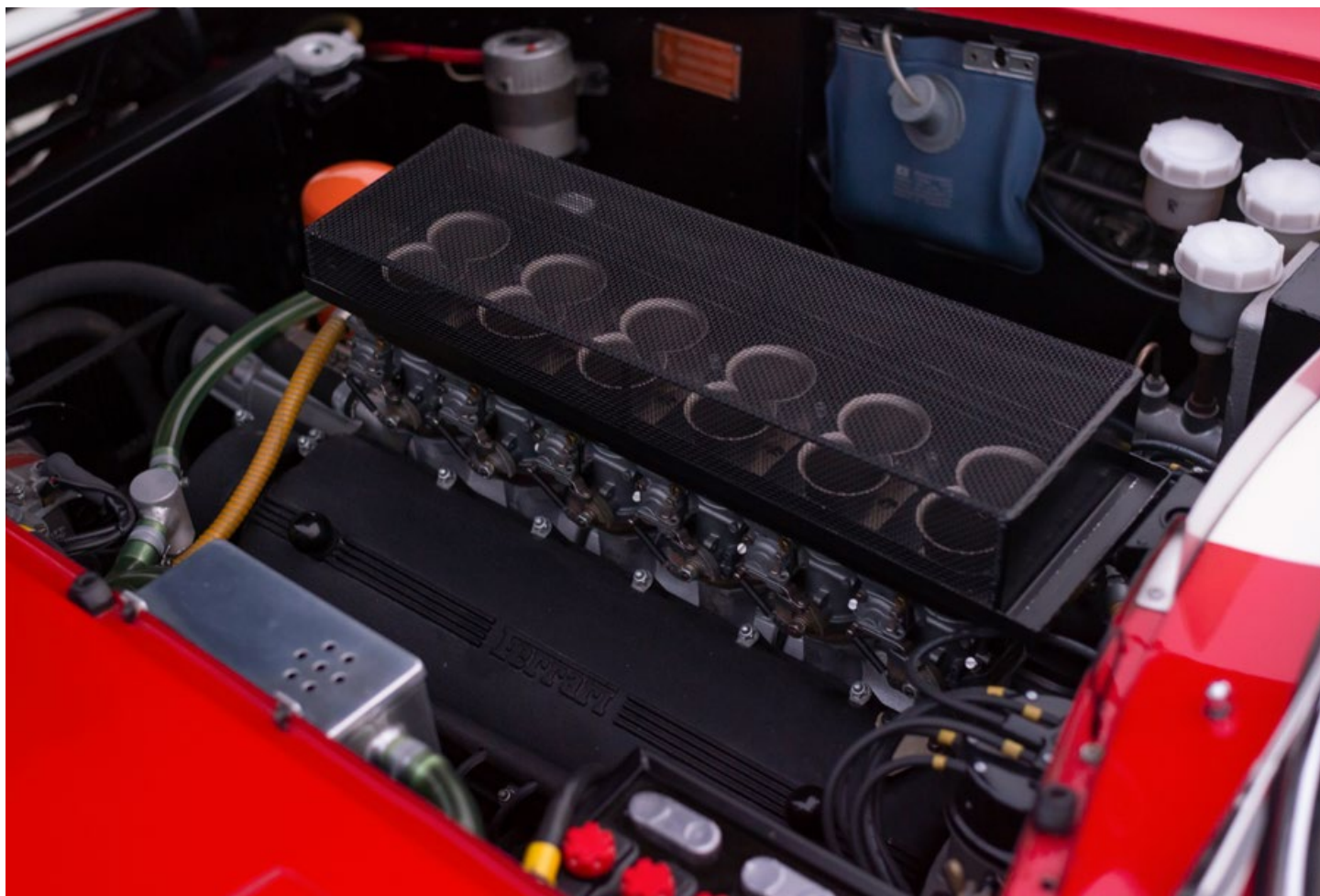
Later during Wallace's ownership, like many vintage racing Ferraris, 09079 was rebodied after it was unfortunately subjected to a garage fire in Los Angeles in 1985. Understandably, the original wafer-thin aluminum bodywork simply melted away in many places. However, importantly, the major mechanical components remained intact, as evidenced by the Ferrari

Classiche Red Book Certification which confirms the originality of the chassis, engine, and transaxle.

The car was then purchased in April 1985 by a Swiss investment broker named Charles Gnadinger, who in turn sold the car to Bruno Zambelli of Sant' Agata Bolognese. Mr. Zambelli embarked on a full restoration that included the fabrication of a new thin-gauge aluminum body by Carrozzeria Egidio Brandoli of Montale, Italy, a noted shop often retained by Ferrari Classiche itself for important coachwork restoration. After being repaired by Brandoli, the 275 was then exhibited at the 1992 Coppa Intereuropa Autostoriche at Monza.

In August 1997, the Ferrari was sold to Yoshikuni Okamoto, a Japanese collector who presented the car at the 1999 Forza Ferrari meeting at the Suzuka circuit. After passing to one more





Japan-based enthusiast, the 275 returned to California in 2006 under the stewardship of broker David Gizzi, who exhibited the car at the 2006 Pebble Beach Concours d'Elegance. In preparation for this showing, the GTB was comprehensively refurbished by Richard Freshman's well-known Fossil Motorsports, including an exterior refinish in the proper 1967 Le Mans livery, and a new interior in the proper blue materials. At Pebble Beach the GTB was awarded 2nd in its class, losing only by a few tenths of a point to the prototype 250 Testa Rossa.

#### **FROM THE SHOW FIELD BACK TO THE TRACK**

In September 2006, the Ferrari was sold to English enthusiast Ross Warburton, and he prepared the car for racing use and campaigned it in numerous vintage events, including the 2008 Le Mans Classic, the 2010 Italian Historic Car Cup, the 2010 Silverstone Classic, the 2012 Tour Auto, and the Fordwater Trophy at the 2012 Goodwood Revival. After being displayed at the 2013 Rétromobile in Paris, the GTB was then purchased by Brendan Gallaher and Michel Stern of Bend, Oregon, who submitted the car to the esteemed specialists at GTO Engineering in Berkshire, UK.

GTO Engineering corrected all details needed for Ferrari Classiche Certification and the car received its Red Book in October 2013.

Chassis 09079 was then presented at a number of premium exhibitions, participating in a special gathering of 275 GTB Competizione cars at the 2014 Cavallino Classic, and being one of 60 cars invited to display at Ferrari North America's 60th Anniversary celebration on Rodeo Drive in Beverly Hills in October 2014. Three months later the car was featured in an article in *Octane* magazine written by the esteemed Pebble Beach judge and author Winston Goodfellow.

Acquired by the consignor in January 2015, the Ferrari was treated to a comprehensive three-year restoration primarily performed by Terry Scarborough Racing (TSR) in Sonoma, California. All mechanical elements were rebuilt or replaced as needed by TSR, including a complete rebuild of the original transaxle. The original *Tipo 213* racing engine was rebuilt by Ted Yamashiro, a vintage Ferrari expert who maintains one of the nation's most respected collections. Cosmetically, the interior was retrimmed with proper materials in the correct colors as needed.



As the restoration developed, the consignor decided to have the car optimally prepared for vintage racing events. As such, the original engine and transaxle were spared and replaced with upgraded components custom-built by Roelhofs Engineering in The Netherlands. Numerous ancillary parts, including the fuel tanks and fuel lines, brake calipers, radiator, shock absorbers, clutch, and exhaust system were replaced with upgraded racing components providing superior performance and reliability. Total restoration costs, including sourcing the spare engine and transaxle, totaled over \$750,000, with invoices for the work on file. Maintained and fine-tuned by renowned Dennison International, 09079 is optimally set up for rallies and racing; however, the correct original components are included and can readily be reinstalled for concours display.

Since restoration, 09079 was displayed 2018 Pebble Beach Concours d'Elegance and is ready for any event its next owner has in mind. Optimally prepared for driving use, but easily revertible to its original factory configuration, this 275 GTB Competizione offers both historical significance and modern performance capability.

As the penultimate GT car prepared by the factory's competition department, 09079 will be welcomed at premium concours d'elegance around the world; it may also be enjoyed as offered at events like the Tour Auto, Le Mans Classic, and preeminent vintage racing gatherings. In any event, 09079 is a beautifully prepared and maintained example of one of Maranello's rare competition cars that would crown most any collection and invites the consideration of serious Ferrari collectors the world over.







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## 1974 Porsche 911 Carrera RSR 3.0 IROC

CHASSIS NO. 9114600100

**\$1,800,000 – \$2,100,000**

Please note that this lot is sold  
on a Bill of Sale.

The #1 Sahara Beige Emerson Fittipaldi IROC RSR

One of only 15 911 Carreras produced for the IROC series

Driven by two-time Indianapolis 500 winner and two-time F1 champion, Emerson Fittipaldi

Qualified on the pole position in the first ever IROC race at Riverside

Later entered by privateers in marquee endurance events

Multiple runnings of the 12 Hours of Sebring and 24 Hours of Daytona between 1974 and 1978

Powered by its correct 911/75, 3.0-liter “butterfly” racing engine and five-speed manual transmission

Beneficiary of an award-winning restoration completed in 2010





#### **THE INTERNATIONAL RACE OF CHAMPIONS**

With the introduction of the new 3.0-liter displacement limit for Group 5 World Championship Sports Cars, Porsche channeled its efforts into two very different programs for 1972 rather than continuing with a Works WSC effort. On one hand, Porsche would pursue the 1972 and 1973 Can-Am Championships with its formidable Penske-run 917/10 and 917/30 behemoths. It also continued development of the 911-based RS and RSR variants for the GT class of International long-distance racing.

The staff at Weissach managed to further reduce the weight from the Carrera RS 2.7, while simultaneously increasing power without compromising reliability. By using GRP panels, plastic side windows, and stripping out all but the most essential items of interior trim, the RSR barely tipped the scales at 1,980 lbs. For 1974, a new 3.0-liter engine with Bosch twin-spark ignition was employed, with a resultant power increase to 330 horsepower. The now-redundant 917 parts bin was raided for brakes and center-lock wheels, while flared wheel arches, a front air dam, and the now iconic “tea-tray” spoiler gave the RSR a very aggressive posture.

The International Race of Champions series, or IROC, was created by Roger Penske, Les Richter, and Mike Phelps as an all-star racing series with well-known drivers from different racing backgrounds including Formula 1, Indy car, NASCAR, and other racing series. For the inaugural 1973/1974 season, the chosen

cars were Porsche's 911 Carrera RSR, of which 15 were built for the series; 12 for the competing drivers, plus 3 reserve cars.

The 1973/1974 field was a competitive one, with the likes of Richard Petty, Mark Donohue, Bobby Unser, A.J. Foyt, Bobby Allison, Emerson Fittipaldi, George Follmer, Denis Hulme, Gordon Johncock, Roger McCluskey, and Peter Revson competing on the same stage.

### FITTI PALDI AT RIVERSIDE AND LATER PRIVATEERS

This Porsche 911 Carrera RSR 3.0 was sold new to Penske Productions in 1973 for participation in the inaugural IROC season. It was piloted by the two-time Formula 1 World Champion, Emerson Fittipaldi. For the first IROC race at Riverside



Having just secured pole position for the inaugural IROC race at Riverside, the Sahara Beige chassis of Emerson Fittipaldi waits in pit lane for the application of its #1 race livery by IROC staff. *Courtesy of the owner*

International on 27 October, Fittipaldi used this Sahara Beige car to qualify on the pole position. However, because he arrived late to a driver's meeting on race day, he was penalized and forced to start at the back of the pack. Despite the penalty Fittipaldi negotiated his way back up the order, before ending up off track and developing a fuel leak, which forced his retirement. The #1 car would not compete in the remaining Riverside races or at Daytona; Fittipaldi used one of the competition's spare Carrera chassis for the remaining rounds.

Shortly after Fittipaldi's singular excursion with this Sahara Beige RSR, Penske passed the car to North Lake Porsche-Audi in Tucker, Georgia. They subsequently sold it to T&C Racing of Sarasota, Florida on 21 June 1974 for \$26,482. The car was campaigned into the late 1970s by John Tunstall and Charlie



John Tunstall, Stephen Behr, and Lou Timolat attack the competition IMSA-GT class in their T&C Racing #54 DNF, 1978 24 Hours of Daytona. *Courtesy of the owner*





Kemp. Sponsored liveries varied from Day's Inn, to Southpoint Porsche, and Star Brite Auto Polish. Between 1974 and 1978, they raced this Porsche at Lime Rock, Talladega, Road Atlanta, Mid-Ohio, Road America, Mid-America, and even legendary races such as Sebring 12 Hours, and the Daytona 24 Hours. Historic imagery and a 1976 fundraising circular from T&C Racing show that the car's bodywork evolved with the rules of each series into which it was entered. As such, by the time it was last raced in domestic competition at the 1978 24 Hours of Daytona, the Porsche sported IMSA GT-style bodywork with wider, vented rear fenders, an enlarged front bumper, and gold-painted BBS racing wheels with aero discs.

#### **COLOMBIA AND REDISCOVERY**

In 1979, the Porsche was sold by T&C Racing and passed sometime thereafter to Colombian drug kingpin and narcoterrorist, Pablo Escobar. The consignor notes that the car was fitted with 935-style bodywork by a Florida speed shop immediately prior to delivery to Escobar's estate. However unlikely, registration decals from its 1978 Daytona outing remained affixed to the rear quarter window in a period photo of Escobar and the now disguised, Martini-liveried IROC RSR.

Escobar is recorded as having raced the car several times in domestic amateur hill climbs on public road courses. Its next Colombian custodian, Sergio Garcia, raced the car for several more seasons—most notably in the Esso 300 Miles at the Autódromo de Tocancipá in June 1992.

In May 1993, this notable IROC RSR was tracked down by a marque expert and imported to the United States. Unfortunately, it was seized at the port of importation by US Customs; it remained there for several weeks while all parties which brokered the deal were investigated. Finding no fault, the car was thusly released to the importer and in turn, its first stateside owner since T&C Racing. However, the consignor notes that either Escobar, Garcia, or US Customs officials removed all the car's Colombian documentation and race registrations.

Between 1994 and 2007, the car remained unrestored in its as-found state, still complete with its 935-type bodywork and Garcia livery. For most of this time, the car was owned by a noted Porsche collector, vintage racer, and avid PCA member in central Ohio. It was sometimes displayed during PCA events at the paddock of the Mid-Ohio Sports Car Course in Lexington, Ohio, but otherwise remained static.



Sergio Garcia in the Botero Racing #24 leads the Esso 300 Miles, Autódromo de Tocancipá, 1992.  
*Courtesy of the owner*

Thusly acquired by the previous owner in 2007, this supremely rarified RSR 3.0 was submitted for a complete restoration back to its original 1974 IROC specifications. The car's bodywork was addressed by a contingent of specialist shops in Southern California, while the powertrain and chassis underpinnings were entrusted to RennGruppe Motorsports in Lexington, North Carolina.

Since emerging from this meticulous restoration in 2010, the reborn Sahara Beige/Fittipaldi IROC RSR has gone on to claim multiple concours awards. In 2011, it debuted at the Rennsport Reunion IV at Laguna Seca to tremendous fanfare. Two years later it claimed a coveted Amelia Award at the Amelia Island Concours d'Elegance. It also was exhibited on the show field at that year's Quail, A Motorsports Gathering in Pebble Beach, California. More recently, this remarkable IROC Porsche was awarded second in class at the 2018 Amelia Island Werks Reunion and was also a crowd favorite at the 2019 Hillsborough Concours d'Elegance.

As one of just 15 IROC Carreras ever produced, this completely restored, race-prepared example presented in its correct #1 Fittipaldi livery, is surely a remarkable and enticing offering to the most hardcore of *Luftgekühlt* enthusiasts.





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## 1930 Cadillac V-16 Convertible Phaeton

COACHWORK BY MURPHY

CHASSIS NO. 7-9094  
ENGINE NO. 700991  
BODY NO. 998

**\$1,500,000 – \$1,800,000**

Among the most important Cadillacs of the Classic Era  
Built for Charles S. Howard, Jr., a member of General Motors royalty  
The only known V-16 Cadillac custom-bodied by Murphy  
Known history with numerous respected collectors  
Well-preserved restoration by Brian Joseph's Classic & Exotic Service  
Classic Car Club of America (CCCA) Full Classic







### **THE HOWARD CADILLAC**

The first comment that comes to mind when many view this extraordinary Cadillac V-16 is how much the overall design resembles a Model J Duesenberg. That is no coincidence. Its spectacular custom coachwork was drawn by Franklin Q. Hershey and built by the Walter M. Murphy Company of Pasadena, California, together responsible for many of the finest Model Js.

Hershey's great gift for drawing lithe lines on large chassis resulted in a truly sporting four-door convertible, complete with a windshield with the smallest of pillars and cowl blended smoothly into the "suicided" front doors, a distinctive beltline framed by thin polished aluminum moldings, and high-quality but relatively subtle interior fittings. The top would fold nearly flush with the body, the windows disappeared into the doors below narrow spring-actuated metal covers, and a rakishly angled rear windshield could be raised for the rear seat passengers. With the top raised, small rear quarter panels could be unbuttoned and removed, giving the top the reverse-curved rakish look of a true tourer.



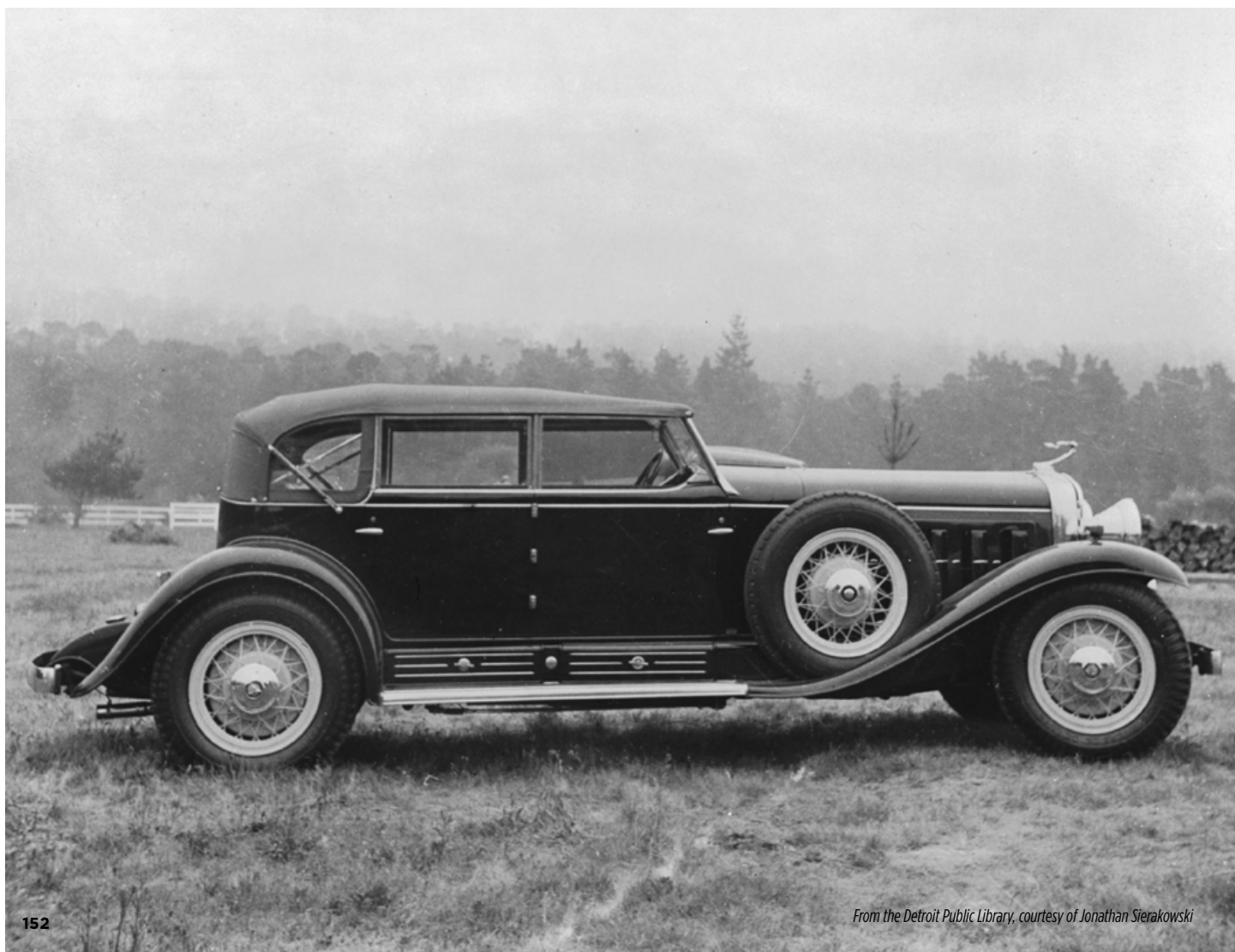
The only known V-16 Cadillac with Murphy coachwork, this car was supplied new to Charles S. Howard, Jr., eldest son of the prominent and powerful West Coast Buick distributor, who also became a legend in thoroughbred horseracing as owner of Seabiscuit. Something of a rebel, his son nonetheless favored Cadillacs; the elder Howard, faithful to his marque, had forbade the Cadillac Sixteen on the family's Ridgewood Ranch in Mendocino County, California!

Cadillac disliked supplying V-16 chassis for custom coachwork, perhaps because it took business away from the in-house Fleetwood works. Accordingly, the few customers who desired custom coachwork had to order the least-expensive factory body, the Fleetwood Roadster, which would simply be discarded in favor of a bespoke creation. This was the path followed by Charles S. Howard, Jr., for what became his Murphy-bodied V-16.

#### **A HONEYMOON "WITH TWO LOVES"**

According to conversation with the Howard family, Mr. Howard is believed to have retained his custom Cadillac into the late 1940s. A photo on file from the late 1940s or early 1950s depicts the Cadillac in Mendocino County still possibly in Charles Jr.'s ownership, and still wearing its original Algonquin Green livery.

Its next known owner, Dr. Robert N. Craycroft of Los Angeles, California, was an early enthusiast active in West Coast racing, as was Mr. Howard during the same era. The two men almost certainly knew one another and it is possible that Dr. Craycroft bought the car directly from its first owner. Dr. Craycroft later transferred ownership of the Cadillac around 1959 to his friend Bob Gillespie.





V-16 Cadillac aficionado Norman Taunton bought the car out of the basement of Fazackerly Cadillac in San Francisco during his honeymoon in 1961, returning home, as he later wrote, “with two loves.” Mr. Taunton wrote of his acquisition in a 1962 issue of the Cadillac-LaSalle Club’s magazine, *The Self-Starters*, noting that other West Coast collectors had been aware of the car’s existence and were none too happy he had “poached” it out from under them! He repainted the car its correct Algonquin Green but otherwise preserved it as-acquired, including its original red leather upholstery and hand-hammered trim hardware, as well as the speedometer and clock supplied by Murphy for rear seat passengers.

#### **THE PRIDE OF WELL-KNOWN ENTHUSIASTS**

In the late 1960s the car passed to the Brucker Family, of Movieworld museum fame, in Buena Park, California, who sold it roughly a decade later to Don Westerdale of Los Angeles. Mr. Westerdale undertook the Cadillac’s first true restoration before selling it in 1985 to renowned collector John Mozart; it next passed to Jim King of Beverly, Massachusetts, then in 1994 to John McMullen of Lapeer, Michigan.

Mr. McMullen would be the Cadillac’s longest-term owner, maintaining it as the unrivaled centerpiece of an extraordinary





collection of vintage, Classic, and muscle cars, with a special focus on the best GM products of all eras. In his ownership the Murphy V-16 was restored anew by Brian Joseph's Classic & Exotic Service of Troy, Michigan, preserving such original details as the Murphy stamping in the front floor wood. It went on to be shown at numerous concours d'elegance, winning its class at Meadowbrook in 1996 and at Pebble Beach in 1997, among many other laurels.

In 2007 the Cadillac was acquired from the McMullen stable by the late Paul Andrews of White Settlement, Texas, and was, similarly, one of the centerpieces of his own remarkable museum for the next eight years. Its current owner bought the car from the Andrews Collection in 2015 and has continued to lavish it with the very best of care, including the fitment of a new interior. The exceptional preservation and maintenance of its Joseph restoration was most recently recognized with Best of Show Pre-War at the 2018 San Marino Motor Classic.

The Murphy V-16 now awaits the next chapter in its fabulous history. It is, quite simply, a thoroughbred—the Howard family would have it no other way.







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## 1957 Mercedes-Benz 300 SL Roadster

CHASSIS NO. **198.042.7500603**  
ENGINE NO. **198.980.7500567**  
BODY NO. **A198.042.7500527**

**\$1,300,000 – \$1,600,000**

An ideal early-production 300 SL Roadster for touring and events  
Attractively finished in its factory-correct Black exterior  
Participant in the 2015 and 2016 California Mille rallies  
Extensively serviced by Canepa Design, Virtuoso Performance, and Coachwerks B.C.



Though the Mercedes-Benz 300 SL Gullwing Coupe is the pinnacle of collectible automobiles bearing the three-pointed star, most aficionados will agree that the 300 SL Roadster that followed it is actually much easier to drive and more practical for the frequent long-distance driving tours that owners of these cars enjoy.

When Max Hoffman, the U.S. distributor for Mercedes-Benz, convinced Daimler-Benz in 1953 to put a customer version of the astounding and successful 300 SL race car into production, the distinctive gull-wing doors and comfort of a closed cabin led the product planners to decide that the first version to be introduced would be the coupe. Nevertheless, believing that there would be strong demand for a roadster that offered the pleasures of top-down motoring, Hoffman encouraged the company to develop an open version with both a foldable soft top and a removable hardtop, which was introduced in 1957.



The most obvious area that had to be changed from the coupe was the tube frame with its gull-wing doors. By adding diagonal struts to brace the lowered side sections and strengthening many of the mainframe tubes, the engineers were able to maintain torsional rigidity in the Roadster while lowering the center connections below the doors. Larger doors in a traditional sense were added to make entry and exit easier. These also permitted the use of roll-up windows, which made the car more comfortable when the removable hardtop was fitted for foul weather.

In place of the unforgiving high-pivot swing-axle geometry of the coupe adapted from the W186 chassis of the larger 300 sedans, the Roadster chassis used the low-pivot swing-axle rear suspension adapted from the later 220a sedans, with a



coil spring mounted transversely above the differential, linked to the axles by vertical struts to mitigate bump oversteer. The frame and suspension redesign also allowed for the installation of softer coil springs, providing Roadsters with a much softer and more comfortable ride than in the coupes without affecting the sporty handling.

Engine compression in the Roadsters was increased to take advantage of 100-octane gasoline becoming available, which increased horsepower by 25 to offset the 250 pounds of additional

weight of the Roadster chassis, folding top, and wind-up windows. Making the sports camshaft standard and installing the lower 3.89:1 rear end improved acceleration at the expense of reducing top speed to 137 mph, both more appropriate to U.S. speed limits and traffic conditions.

All in all, the Roadsters, then and now, were more practical to own than the coupes and sold well from introduction in 1957 to conclusion of production in 1963, with a total of 1,858 units produced.



### CHASSIS NUMBER 7500603

Mercedes-Benz factory build records indicate that this early, U.S.-specification 300 SL Roadster (order number 890 159) was completed on 27 December 1957 and sent by rail to Hamacher in Hamburg. Hamacher handled many of the overseas shipments for Mercedes-Benz at the time, and the company still exists today. This Roadster would have arrived by sea to the San Francisco branch of the Studebaker-Packard Corporation, who were the Mercedes-Benz distributors at the time.

This order was likely specified by a customer as it came new with a top-of-the-line Becker Mexico Radio, and was special-ordered in black paint (DB 040) over a red leather interior (1079) with a black soft top. Today, it is very attractively finished in Black (DB 040) with a tan interior. Not only has it benefitted from recent cosmetic refinishing, it has also undergone extensive mechanical

maintenance. Importantly, the chassis, body and engine numbers match the factory build sheet.

After an early life presumed to have been spent on the West Coast, the car was restored in 2000 to concours standards while in the care of its previous owner, Chuck Mountain. Mountain was an owner and former engineer at Kar Kraft Engineering and was highly involved in many of Ford's successful factory racing efforts during the 1960s and 1970s. He hired an employee from Mercedes-Benz Classic Center to help restore his 300 SL, and most of the work was done in his facility with parts purchased from the renowned specialists at Paul Russell & Company in Essex, Massachusetts. Once the restoration was complete, the 300 SL was evidently driven only a few hundred miles.







Looking for a great touring car for events, the previous owner of this 300 SL Roadster purchased it in 2015. Canepa Design of Scotts Valley, California spent over 250 hours on the car, addressing mechanical servicing and cosmetic detailing, immediately prior to his purchase. Upon acquisition, the car successfully participated in the 2015 California Mille, after which it returned to Canepa for further sorting. In 2016, the previous owner completed the California Mille once again, proving what a great choice this 300 SL Roadster is for long-distance events.

In 2019 the Roadster was first sent to Virtuoso Performance of Hayward, California, for a no-expense-spared service and mechanical overview. The ignition, timing, braking, and fuel-delivery systems were all attended to as needed. It was then sent to Coachwerks in Victoria, British Columbia, Canada, where it was repainted in its factory-correct Black (DB 040) exterior. A two-piece set of fitted luggage for the trunk is included, as well as a tool roll and several binders of extensive service history and photos.

This 300 SL Roadster has benefitted from a highly skilled restoration as well as proactive maintenance and care from three highly reputable workshops. Having proven itself a highly competent entrant twice on the California Mille, this Roadster is an excellent choice for anyone who desires an open-top 300 SL for future events.



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## 1968 Ferrari 330 GTS

COACHWORK BY PININFARINA

CHASSIS NO. 11027  
ENGINE NO. 11027

**\$2,000,000 – \$2,250,000**

The 86th of 99 examples produced

Retains numbers-matching 4.0-liter Colombo V-12 engine

Delivered new via Luigi Chinetti Motors; equipped with Borrani wire wheels and air conditioning

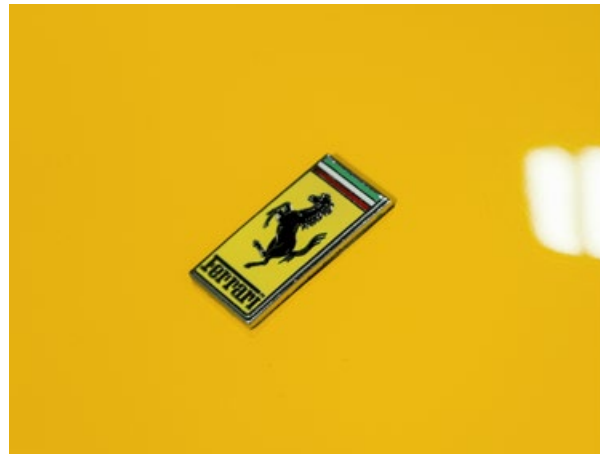
Restored by Steve Tillack & Co. in its present Giallo Fly over red and black interior.

Presented in exceptional condition after 14 years of fastidious long-term ownership



*"Out on the road, once the driver has the feel of things, he feels he could do almost anything with this car."*

**Road & Track magazine, 1968**



Ferrari launched the 330 GTS as the successor to its 275 GTS at the Paris Auto Salon in 1966. The spider version of the 330 received mechanical updates that enabled it to offer the added refinement boasted by its popular coupe counterpart, the 330 GTC. Perhaps the most significant upgrade was the enlargement of the engine displacement from 3.3 to 4.0 liters.

The Colombo-designed V-12 powerplant was designated as *Tipo* 209/66 and featured a bore and stroke of 77 millimeters and 71 millimeters respectively, which combined to give an exact displacement of 3,967 cubic centimeters. Breathing through three triple-choke Weber DCZ/6 carburetors, it was capable of a conservative 300 horsepower at 7,000 rpm and 244 pound-feet of torque at 5,000 rpm. The increased power enabled a 0-60 mph sprint of around 6 seconds and a top speed approaching 150 mph.



From the newly introduced torque tube drive train, power was routed to the rear wheels via a five-speed transaxle gearbox and a ZF limited-slip differential. Class-leading roadholding and traction was ensured by the fully independently suspended *Tipo 592* chassis, which featured the same wheelbase (2,400 millimeters) and track as the concurrently offered 275 GTB/4. The suspension setup itself comprised unequal-length wishbones, coil springs, and telescopic shock absorbers, plus anti-roll bars at either end. Keeping things in check were vented disc brakes on all four wheels, sitting behind either Campagnolo magnesium alloy or Borrani wire wheels.

For the 330 GTC and GTS bodywork, Pininfarina drew inspiration for the front end from the 500 Superfast with its split bumper and triple-louvered engine vents on each front wing, while the rear was kept almost identical to that which had proved so popular with the 275 GTS. The bodies themselves were an all-steel affair, other than the doors, hood, and trunk, which were formed from aluminum; the production process saw bare chassis transported directly from Maranello to Pininfarina's plant at Grugliasco outside Turin, where they were fitted with bodywork and interiors before being sent back to Ferrari for final mechanical installation. An elegant swage line along each flank elegantly tied the new front end to the rear and the overall design is widely regarded as being one of the most elegant cars of the 1960s.





#### **CHASSIS NUMBER 11027**

Ninety-nine examples of the 330 GTS were produced before production was shifted to the 365 GTS in 1969. This example is chassis number 11027, the 86th example rolling off the final assembly line in February 1968. It was delivered to its first owner shortly thereafter via Luigi Chinetti of Greenwich, Connecticut, specified in Argento paintwork with Nero trim, with options of Borrani wire wheels and air conditioning.

According to records furnished by Ferrari historian Marcel Massini, 11027 covered a little over 25,000 miles during the first decade of its life before being resold by Ed Waterman's Thoroughbred Motorcars of Arlington, Virginia in 1976. The new owner chose to bestow it with a new paintjob of Rosso before passing the car on in

the early 1980s. In 1984, the car was treated to a comprehensive three-year restoration, during which the mechanicals, cosmetics, interior, and exterior were fully restored. It subsequently earned it Best in Show awards at the 1985 and 1986 Ferrari Newport Concours, as well as the 1987 SCCA Concours in Albany, New York.

Acquired by collector and vintage racer Edi Arrowsmith of Flagstaff, Arizona in February 1994, it was later comprehensively restored by the exceptionally highly regarded marque specialist Steve Tillack & Co. in Redondo Beach, California, as noted by the report on file from Ferrari historian Marcel Massini. At this time, it was repainted in Giallo Fly and re-trimmed with a dark red leather interior with period-correct black vinyl accents, as it appears today.









More recently, the car was displayed at the Palm Beach International Concours d'Elegance in 2005, appeared at the 2013 Cavallino Classic, and was featured in the 2014 official Ferrari Calendar by Gunther Raupp. Its current owner has enjoyed the car as part of his collection for the past 14 years. Its condition is testament to its fanatical upkeep, courtesy of Dyke Ridgley, Greg Jones, and Dave North, who have been entrusted with fettling the collection whenever required. A recent test drive report stated that the car drove impeccably and that it showed no signs of mechanical degradation. Its exceptional mechanical condition is mirrored by its cosmetic appearance, which is also exceptional. It is accompanied by its correct jack roll and owner's manual.

With excellent ride comfort and formidable power and handling ability, Ferrari could justifiably claim the 330 GTS to be the world's finest convertible two-seater in its day. This magnificent example is likely to be one of the finest in existence—a superb addition the most serious collections.



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## 1995 Ferrari F50

CHASSIS NO. ZFFTG46A5S0104262

SERIAL NO. 076/349

ENGINE NO. 41203

GEARBOX NO. 195

**\$3,600,000 – \$4,000,000**

One of the finest examples available

The 76th of just 349 examples produced; one of just 55 delivered new to the United States

Retained by the original owner until January 2018

Certified by Ferrari Classiche in January 2013; Platinum Award and “Best F50” Winner at Cavallino XXIX

Accompanied by all of its correct factory accoutrements including “circus box,” tools, manuals, literature, serialized Schedoni carbon fiber luggage, window sticker, and factory correspondence





The Ferrari F50 was intended as an early celebration of the marque's 50th anniversary. What bowed under the bright lights of the 1996 Geneva Motor Show was the culmination of everything the automaker had learned over its five decades of existence. The F50's 512-horsepower V-12 stretched the limits of natural aspiration as it screamed toward its 8,000-rpm redline, while the car's carbon-fiber tub kept the weight in check. The F50 split the difference between raw Ferraris of the past and the high-tech future.

To create the production F50, Ferrari and Pininfarina turned to wind tunnels. The shape of the 1989 Ferrari Mythos Concept remained a basis of the styling, albeit with a curvier design with projector lights housed under headlight covers. Deep air intakes in the front hood, a small passenger compartment, and a massive rear wing that likened it to the F40 that preceded it. Enormous, center-locking, 18-inch magnesium alloy wheels from Speedline took the Campagnolo look from the 1980s into a new decade.

The shapely body was created from carbon fiber and was wrapped over a tub created from the same material. Solid mounts held the race-derived 4.7-liter V-12 engine into the car. In fact, the V-12 itself was closely related to a previous Formula 1 engine blueprint which was utilized with great success by Scuderia Ferrari up until the 1991 season. A six-speed manual transmission shuttled power rearward to a limited-slip differential. Cooling came via an oil-water intercooler sandwiched between the transmission's lubrication system and the engine.



Underneath, the F50 utilized rose-jointed unequal-length wishbones front and rear. Bilstein was tasked with creating electronically adaptive dampers to make what was essentially a Formula 1 car with windshield wipers and a passenger seat. Unassisted power steering ensured that the F50 would live up to its predecessors. After all, the F50 was never designed to scrub mileage as it dashed across the continent. Gigantic Brembo brakes guaranteed that the F50 would come to a halt quickly after reaching its 202-mph top speed. A carbon-fiber-reinforced polymer intake supplied air, while fuel was held in an aircraft-grade Sekur fuel-tank bag to keep weight to an absolute

minimum. Unladen, the car tipped the scales at just over 3,000 pounds, a remarkable feat given the power underhood, its relatively long 101.6-inch wheelbase, and the fact that the car's structure was stiffened considerably because Ferrari chose to include a removable targa roof over the passenger compartment.

Put to the test, the F50 was four seconds faster around the course at Fiorano than the F40 that preceded it. Even Ferrari's then-president, Luca di Montezemolo, gushed with praise. He told Motor Trend in a 1995 review that the F50 would be "the first and last Formula 1 car with two seats."



## CHASSIS 104262

The F50 hit the American market with an unusual lease program designed to prevent speculators profiting shortly after the model's release. Of the 349 examples reportedly built, just 55 F50s were earmarked for the American market, including the car offered here: Chassis 104262.

Completed on 23 February 1996, this F50 was delivered new shortly thereafter to noted Ferrari collector Stanley Cohen of Windsor, Connecticut via Miller Motorcars in nearby Greenwich, Connecticut. As a prominent marque VIP with a penchant for securing classic and brand-new models of desirable pedigree, Cohen was surely among the very small clan of American Ferrari collectors whose F50 chassis allocation was guaranteed.

Upon receipt, the car was registered under the plates "DC 77." Through his following 22 years of fastidious ownership, Cohen had this F50 maintained by the same technician, Thomas Passalacqua, who completed its pre-delivery inspection back in May 1996. Passalacqua was previously employed by Miller Motorcars until later starting his own performance facility, P1 Motorcars in Stamford, Connecticut.

Accompanying invoices on file illustrate regular, annual maintenance visits in line with the factory-recommended schedule. In January 2013, this F50's highly original status and factory equipment were successfully certified by Ferrari Classiche. The accompanying documentation on file illustrates that the car still retains all of its major components, including its 4.7-liter V-12 engine, six-speed transaxle, carbon fiber bodywork, chassis, differential, and suspension components.



Notable servicing completed during Cohen's twilight years of ownership include a "major" engine service in January 2017, and the fitment of a new fuel bladder, tires, and brake lines in August 2017 to the tune of nearly \$51,000 USD. Cohen regularly enjoyed but rarely, if ever, exhibited his F50; the only recorded showing of the car came in June 2004 at the fourth Annual Hartford Concours d'Elegance. Cohen sold the car in January 2018 to the consignor, then showing just under 8,375 miles since new.

The car was then treated to a complete concours preparation regimen in early 2019. At some point after Cohen submitted the car to Classiche, he removed the original exhaust in favor an aftermarket setup from Tubi. The consignor ordered the original exhaust refitted to the car in December 2019. The following January, the consignor entered 104262 for judging at Cavallino XXIX in Palm Beach, Florida. To the surprise of absolutely none in attendance, this eminent F50 was crowned the "Best F50" of the event, scoring over 98 points when judged—thereby securing a revered "Platinum Award" as well. The car received another major service from Passalacqua at P1 Motor Cars at the end of January 2020, and more recently, had its annual service there in March 2021.

This preeminent F50 is now accompanied by all of its correct factory accoutrements including "circus box," tools, manuals, literature, serialized Schedoni carbon fiber luggage, window sticker, and factory correspondence addressed to Stanley Cohen. A complete list of each accompanying item can be found in the listing's file repository.

With an ever-dwindling supply of "investment-grade", U.S.-spec F50s extant, this particular award-winning example is an alluring offering for the most discerning Ferrari collector. Presented with a high degree of originality, all of its correct, factory accoutrements and benefitting from meticulous maintenance from marque specialists, chassis 10492 is undoubtedly among the finest and most breathtaking examples of the F50 presently available.







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## 1971 Porsche 914/6 'M471'

CHASSIS NO. **9141430415**  
ENGINE NO. **6414155**  
GEARBOX NO. **7510399**

**\$450,000 – \$550,000**

One of just 23 factory-built, street-legal "M471" 914/6 GTs; among the rarest and most desirable 914 variants

Retains numbers-matching engine; finished in factory-correct Gemini Blue over black leatherette

Beautifully restored while in the long-term ownership by George Hussey ("Dr. 914")

Accompanied by German-language manuals in plastic pouch, reproduction tool roll, spare keys and car cover



In 1971 and early 1972, Porsche produced a limited number of special 914/6s equipped with the M471 Competition package. These were intended to homologate the racing version of the GT. Modifications included wide steel fender flares, a fiberglass front fascia with space for an oil cooler, balsa wood-reinforced front and rear trunk lids and a larger-capacity fuel tank among many other options. The M471 homologation were based on standard 914/6 chassis.

These were quietly announced in a March 1971 sales bulletin entitled "The Competition Option Group M471." Porsche offered three different types of cars within that Option Group: The first was the M471, a race car look-alike for street use or for custom GT conversion; the second two, both referred to as M491, were race cars for either track or rallye use.

With 23 914-6 M471's produced in 1970 and 1971, Porsche considered the M471-optioned cars produced in 1971 as "factory GTs". Although the 15 produced in 1971 were originally intended to become race cars, most were eventually sold as GT lookalikes for the street. The fine example offered here, chassis 0415, is among them. The Gotha-Hoppen memo shows it as being sold to Porsche-Audi USA, delivered in Gemini Blue with a one-year-only black leatherette interior that used a smooth rather than "brick-textured" material. It was the last M471 GT sold in 1971, and one of two examples in Gemini Blue.

0415 is believed to have subsequently been sold to a dealer in North Carolina who owned it until approximately 1990, when it was acquired by George Hussey, owner of Automobile Atlanta in Marietta, Georgia. Hussey has specialized in restoring and



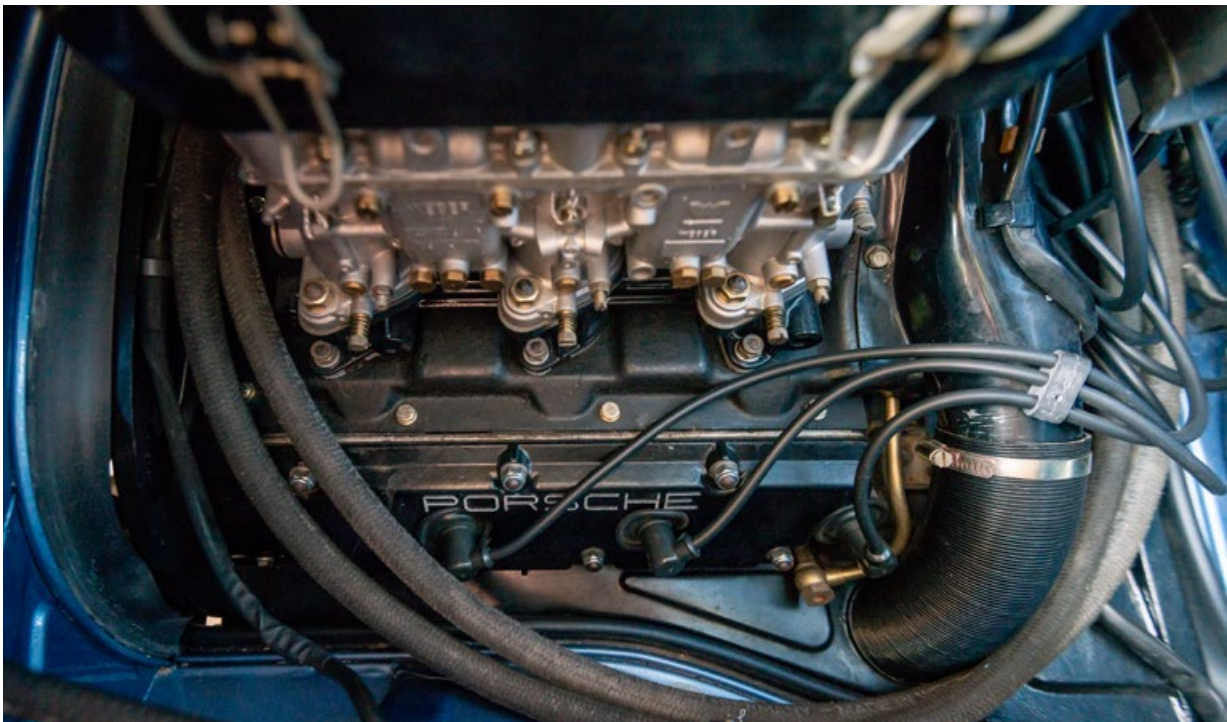
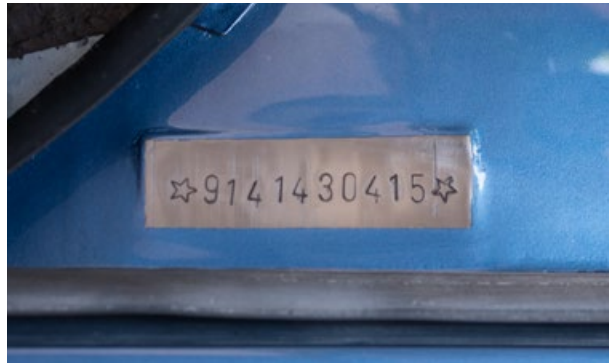


maintaining 914s since 1978. "Dr. 914," as Hussey is known, found the car's engine and transmission to be fully numbers-matching and in excellent mechanical condition. The cosmetics, however, needed lots of attention, so Hussey began a years-long restoration with the intent of bringing this very special car back to its original form. This involved stripping the car to a bare shell and respraying it in its correct Glasurit L96E Gemini Blue and freshening the interior and instruments. The odometer was reset to zero at that time, but Hussey does not recall the original mileage. It now shows under 5,200 miles.

While undertaking this car's restoration, Hussey had a big advantage in already owning a large inventory of OEM 914/6 parts, which he installed as required. To improve the car's handling,

he fitted a small rear anti-roll bar, which became standard 914 equipment in 1972, along with a fresh set of Bilstein shocks and struts. He also upgraded the front brakes. After the restoration was completed, the car shared a place of pride in Hussey's showroom alongside his 916. When Porsche Cars North America in Atlanta celebrated the marque's 70th anniversary in 2018, the GT was prominently displayed, and caught the attention of the current owner, who persuaded Hussey to part with his rare 914/6 in late 2019.

This extremely rare and desirable 914/6 M471 is offered with a reproduction tool set, German-language owner's manual with maroon vinyl pouch, its correct passenger foot-rest, a car cover, and spare keys.



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## 1963 Shelby 289 Cobra Works

CHASSIS NO. CSX 2129

**\$3,750,000 – \$4,250,000**

One of three Shelby 289 Works Cobras built to “Sebring” specifications

Driven by Ken Miles and Bob Bondurant to nine podium finishes in 1963

Entered in SCCA competition by privateers from 1964 until 1966

Retained by the same owner from 1968-2011

Documented in the Shelby American Registry and many marque publications

Benefits from an award-winning restoration completed in 1997

Presented in its period-correct 1963 Shelby American Ken Miles #98 livery





#### **SEBRING SPECIFICATION**

By 1961, Carroll Shelby had established his reputation as a racing driver and was just beginning his efforts as a constructor. Impressed by the combined agility and power of borrowed Cad-Allards, he set out to create the ultimate Anglo-American hybrid. AC Cars of Thames Ditton, England provided a nimble tubular frame and aluminum body in their Ace, highly reputed for its dexterity on European circuits. Shelby then persuaded Ford to furnish their new short-stroke 260-cubic-inch engine to complete the perfect union. The Shelby Cobra prototype, CSX 2000, was completed in February 1962 and heavily campaigned across the United States for press events through its unveiling at the New York International Auto Show.

The end of 1962 brought major revisions which rendered the Cobra into its third, and most illustrious form to which the model owes its revered status. Now utilizing rack-and-pinion steering and Ford's new 289-cubic-inch V-8, the 289 Cobra harnessed the perfect balance of handling and raw power for the lightweight chassis.

Two of these first rack-and-pinion 289 Cobras produced in early 1963 were designated as "Sebring"-specification Works chassis for the Shelby factory racing team (CSX 2128 and 2129). This duo joined a non-rack-and-pinion "Sebring" car, CSX 2127, and immediately proved worthwhile exhibitors for the model's superior tractability. This early trio of 289 "Sebring" Cobras were at the core of Shelby's efforts which earned sales and race podiums in equally rapid measure.



Ken Miles pilots CSX 2129, #198, in the Laguna Seca Championship Road Races, Monterey, California, June 1963.  
*From the Collections of The Henry Ford*

## WORKS COBRA CSX 2129

CSX 2129, offered here, is the second of those two rack-and-pinion “Sebring”-specification Cobras, and is arguably one of the most important, and well documented extant Shelby examples available. In March 1963, it was invoiced to Shelby American by AC Cars and delivered to Shelby’s Venice, California location shortly thereafter. By late May, the car had been completed to “Sebring” specifications which included a 289 engine with Weber carburetors and four-speed manual transmission, auxiliary instrumentation, black roll bar, hood scoop, flared fenders, Halibrand magnesium wheels, Raydot mirrors, side-exit exhaust, auxiliary oil coolers, competition brakes, improved suspension components, quick-jack pads, and a riveted hood. The car was notably finished in a bright red exterior and black interior without the prominent “elbow cut” doors found on the other Works chassis.

In what would become an unprecedented year for Shelby, CSX 2129 competed through the 1963 USSRC season at the hand of Bob Bondurant and, predominantly, Ken Miles. Perhaps its most notable entry came on 7 July at Kansas’ Lake Garnett Raceway, a day which featured the car’s first podium, first victory, and evidently—a supremely fitting exhibition of the Cobra’s character.

Prior to the A-Production class race, SCCA officials demanded the removal of CSX 2129’s oil cooler; Miles reluctantly complied and thusly secured 3rd overall behind two additional Cobras. Miles then returned to the race officials, inquiring as to whether he could refit the oil cooler for entry to the C-Modified class. With similar reluctance on their behalf, the SCCA marshals acquiesced to Miles’ request, and CSX 2129 then handily secured its first outright victory. To cap off this tremendous outing, the Shelby team was notified that Miles’ best lap of 1:47.2 was a new course record!





Carroll Shelby, Bob Holbert, and Ken Miles celebrate their class win at Road America in CSX 2129, September 1963.  
*From the Collections of The Henry Ford*

Numerous class victories and pole positions marked CSX 2129's successful 1963 season playing a major role in Shelby America's win of the USRRC Manufacturer's Championship, USRRC Driver's Championship and an SCCA Championship. From its 1963 debut at Pensacola on 26 May, to Mosport on 28 September, CSX 2129 earned nine podiums (all with Ken Miles) across fifteen races, five of which came while racing under the Shelby livery as a factory entry.

On 20 December 1963, Shelby American sold the car to privateer Graham Shaw, with whom it would see tremendous success through the 1964 SCCA season. After earning its last podium finish at Bridgehampton on 30 May, Shaw traded CSX 2129 back to Shelby American, and later that summer it was displayed at the 1964 New York World's Fair.

#### **FROM THE TRACK TO THE SHOW FIELD**

After passing through the hands of several Southern California SCCA members between late 1964 and 1966, in early 1967 this desirable Works Cobra was acquired by Bruce Goldsmith of Beverly Hills. Goldsmith thusly fitted a new interior and replacement HiPo short block. Goldsmith reportedly salvaged all of the usable, original Shelby components for the engine rebuild. In 1968, Goldsmith sold this now-restored Cobra to Thomas Long of Hemet, California, with whom it would remain until 2011.

For many years, Long used CSX 2129 as his daily transportation, until late 1984, when the body was stripped to its bare aluminum. Earlier fiberglass amendments to its front bodywork—undoubtedly



provided during its racing career—were thusly excised and replaced with aluminum, where required. Now covered in a dark blue exterior, CSX 2129 was lightly used and exhibited for the next decade. In 1995—realizing its tremendously increased value and historical importance—Long commissioned a complete and meticulous restoration of CSX 2129 from noted Cobra authority Mike McCluskey of Torrance, California.

McCluskey faithfully returned this preeminent factory team Cobra to its 1963 Ken Miles #98 Works livery and factory-correct specifications. Presented wearing this stunning restoration, CSX 2129 has since been exhibited to great fanfare at some of the world's most exclusive and discerning concours. Between 1997 and 2011, Long took the car to the Monterey Historic Races and multiple SAAC Club events. By July 2005, McCluskey's work had proven to be an award-winning effort when CSX 2129 was bestowed with a Gold Award in the Cobra concours-class at SAAC in Fontana, California.

Acquired from Long in 2011, CSX 2129 has continued its careful exhibition schedule over the past decade. Highlights of the car's 2012 schedule include the Goodwood Revival, Salon Privé London, and that year's Shelby-focused Pebble Beach Concours d'Elegance. Other notable appearances include the 2014 Quail, A Motorsports Gathering, Greystone Concours d'Elegance, and the Chantilly Concours d'Elegance in 2015. Almost all of these exhibitions resulted in awards-recognition for this supremely significant Cobra.

This unique 1963 Shelby 289 Works Cobra is now accompanied by an extensive history file, binder of historic imagery, service invoices, racing windshield, Shelby literature, and multiple exhibition awards.



Ken Miles (#98), Dan Gurney (#99), and Bob Holbert (#97) lead the way in the trio of Works Cobras at the Bridgehampton Double 500, September 1963.  
*From the Collections of The Henry Ford*



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## 2007 Ferrari F430 Spider

CHASSIS NO. ZFFEW59A970152545

**\$275,000 – \$325,000**

One of the most uniquely specified F430 examples; under 470 miles from new

One of just 200 U.S.-market examples desirably equipped with a gated six-speed manual transmission

Finished in Giallo Modena over a natural leather interior with alligator upholstery accents

Over \$205,000 in optional equipment

Equipped with carbon ceramic brakes, Daytona seats, Scuderia shields, carbon fiber engine kit, upholstered roll bars, and many additional bespoke specifications

Unveiled at the Geneva Auto Salon of 2005, the Ferrari F430 Spider benefitted from the state-of-the-art aerodynamic simulation techniques used by Scuderia Ferrari, and a new, compact, and lightweight V-8 engine pushing 500 horsepower. The electronic differential (E-Diff) was first developed by the Grand Prix team, and the now-familiar *manettino* allowed the drive mode and suspension settings to be changed quickly and easily.

This Giallo Modena over natural leather F430 Spider offered here was delivered new to Ferrari of Newport Beach, California

in February 2007. At a time when the F1 transmission was beginning to take hold, this car's original owner specified the conventional six-speed gearbox, which is highly coveted by collectors today. Also of particular note is the extensive use of alligator upholstery accents on the seats, rollbar, and even the sun visors and steering wheel—a staggeringly expensive option that added \$154,798 to the car's base price of about \$200,000.

Aside from the standard equipment that included everything from climate control and a full audio system to xenon headlights and a free-flow exhaust, the car was further outfitted

with no less than 13 additional options which added yet another \$52,000 to the car's price. These items include such desirable features as color-matched brake calipers for the carbon-ceramic rotors, carbon engine kit, extensive use of carbon fiber throughout, electrically operated Daytona-style seats, and the desirable Scuderia Ferrari shields on the fenders. All told, then, the car's sticker price was an extraordinary \$419,534, making it almost certainly one of the most expensive F430 Spiders to ever leave the factory.

This unique F430 Spider was retained by the original owner until 2009, then indicating just

under 300 miles. In 2015, a subsequent owner showed the car at the Ferrari Club of America annual meet in Carmel, California, and the consignor is just the fourth noted custodian of this special example from Maranello.

What was true in the 1950s for Ferrari remains so today: Tremendous desirability is borne from the bespoke design that makes a Ferrari completely and truly custom with unrepeatable rarity. This F430, with its six-speed transmission, unique suite of factory options, and very low indicated mileage, is a prancing horse the likes of which the astute collector is unlikely to see again soon.





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## 2001 Ferrari 550 Barchetta Pininfarina

CHASSIS NO. ZFFZR52A810124147  
ENGINE NO. 62179  
SERIAL NO. 169/448  
GEARBOX NO. 3912

**\$325,000 – \$375,000**

The 169th of only 448 550 Barchettas built, and 127 examples delivered new to the US  
Finished in Giallo Modena over Charcoal with Giallo stitching and seat inserts  
Desirably equipped with the Fiorano Handling Package  
Ferrari Classiche certified in June 2018; exceptionally maintained  
Driven fewer than 10,000 miles at time of cataloguing; accompanied by manuals, tools, original exhaust system, and Ferrari car cover

Ferrari honored its past in 2000 when it took to the Paris Motor Show floor with an eye-catching roadster: The 550 Barchetta Pininfarina. In a nod to boulevardiers, the Barchetta's cloth top was an emergency-only unit designed to protect the car's interior should rain clouds begin to form; to illustrate this, Ferrari put a 70-mph maximum top speed warning on the top. Instead, the 550 Barchetta was designed to entice the company's clients to enjoy a sunny day behind the wheel.

Compared to the 550 Maranello, the 550 Barchetta featured a more aggressively raked windshield with pillars that disappeared toward the top of the windshield to improve its aerodynamics. Its tail was reshaped to complete the look, and the long trunk lid gave way to a pair of rollover hoops behind each seat. Modular alloy wheels, an aluminum fuel-filler door, and racing seats were all standard equipment. The performance attitude of the car was further emphasized by its being available solely with a six-speed manual transmission.

Ferrari initially planned to build 444 examples of the 550 Barchetta, but four more were added to the initial production run to appease an increasingly important Japanese market superstitious about the number four.

Number 169 of the 448 built, of which only 127 were delivered new to the United States, this 550 Barchetta wears a striking Giallo Modena over a Charcoal interior; Giallo seat inserts and stitching provide eye-catching contrast. It was one of few desirably ordered with the Fiorano Handling Package, which emphasizes the model's performance intent with package-specific springs and shock absorbers, a special program for the power steering, and a larger-diameter rear sway bar; Brembo brakes in red calipers, just visible behind the five-spoke wheels, are the package's most outwardly visible indicator.

Having driven fewer than 10,000 miles from new, this 550 Barchetta presents in exceptionally maintained condition; invoices on file indicate a timing belt replacement by Boardwalk Ferrari of Plano, Texas in March 2018. Further, it received its Ferrari Classiche certification that same year, a testament to its correctness. While presently fitted with an aftermarket exhaust, the original system accompanies the sale.

Coveted from its introduction, the limited-production 550 Barchetta offers contemporary Pininfarina styling and Ferrari performance with classic open-air character; its six-speed gated manual only deepens the engagement between car and driver. Accompanied by manuals in a leather pouch, tools, and a Ferrari car cover, this carefully maintained low-mileage Giallo Modena example would make for a most thrilling acquisition.





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## 2005 Ferrari Superamerica

CHASSIS NO. ZFFGT61A650143799  
ENGINE NO. 97442  
GEARBOX NO. 00183

**\$625,000 – \$700,000**

One of just a handful of US-spec examples equipped with a six-speed manual gearbox

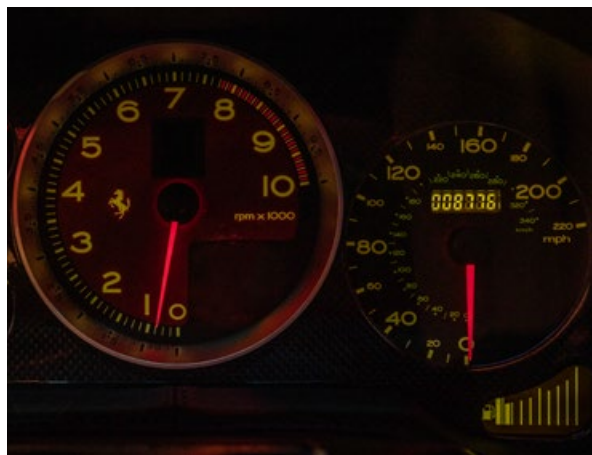
Driven fewer than 8,800 miles from new

Certified by Ferrari Classiche in September 2009

Finished in the stunning combination of Rubino Micalizzato over Natural leather



After the success of the 550 Maranello, the spiritual successor to Ferrari's 365 GTB/4 Daytona, Ferrari realized that there would be a market for a convertible version of the car, much like the fabled Daytona Spider of the 1970s. The resulting car was the limited-edition 550 Barchetta Pininfarina. The Barchetta was mechanically identical to its hardtop sibling, and it was intended to be a pure roadster. For the convertible variant of the 550's replacement, the 575 Maranello, the factory responded to requests for a more usable top in dramatic fashion and created a brand-new convertible top system which offered the freedom of the Barchetta with the practicality and security of the coupe.



Dubbed the Superamerica, the most interesting part of the car was its Revochromico rotating hardtop. It was the first roof of its kind ever fitted to a production car, and it was built using a carbon-fiber frame that was integrated with electrochromatic glass. The transparency of the glass could be adjusted from within the cabin to allow varying amounts of light in, letting roughly the same amount of light in as a conventional glass sunroof at its lightest setting and only 1 percent of the sun's rays through at its darkest. With the press of a button, the Superamerica can be transformed into a convertible, with the roof rotating back to rest flush with the boot lid in just ten seconds. Ferrari chose to produce just 559 examples, and every car was spoken for within weeks of its announcement.

Of the 559 Superamericas constructed, only 170 were destined for North American clients. Just a handful of these were equipped with the desirable six-speed gated manual transmissions, like the example offered here. Clad in the stunning shade of Rubino Micalizzato over Natural leather upholstery, this Superamerica was completed at Maranello in July 2005 and delivered new two months later to Ferrari of North America's corporate campus in New Jersey.

By November 2005, the car was sold new to its first owner in Mill Valley, California, with whom it would remain until April 2008. At that time, it passed to its next custodian; though the car was registered to their residence on the Hawaiian island of Kauai, service entries illustrate that it evidently remained within Los Angeles and received regular use. This rarified, six-speed Superamerica was granted Ferrari Classiche certification in September 2009 while with this owner. It retains all of its



major powertrain components, as to be expected befitting the model's relative youth and the low indicated mileage of this particular example.

In November 2016, the car was acquired by its previous owner, then showing approximately 8,650 miles, and moved to their residence in Staten Island, New York. Acquired hence by the consignor, this attractive Superamerica was immediately furnished with a complete paint correction regimen and ceramic coating treatment prior to entering the consignor's climate-controlled storage facility in January 2019.

The car has travelled fewer than 50 miles within the past six years, and is presently accompanied by its original window sticker, tonneau, tools, Ferrari Classiche Red Book, spare fuses, service invoices, and all of its factory manuals contained within their Schedoni leather pouch which has been signed by Piero Ferrari.

Fifteen years after its introduction, the Superamerica is considered by many to be a modern classic, and can handily compete with many GT cars on offer today. With ample luggage space, an innovative convertible top, and a 202-mph top speed, it would be hard to find a more enjoyable car for a weekend trip. This particular example is an especially collectible offering—owing to its Classiche certification, incredible color combination, and remarkably rare suite of factory specifications, including its manual transmission.









249

## 2005 Ferrari 612 Scaglietti

CHASSIS NO. ZFFAA54A250142862

**\$275,000 – \$325,000**

Offered with fewer than 3,030 miles driven at time of cataloguing

One of just 60 U.S.-market examples desirably equipped with a six-speed gated manual transmission

Presented in the attractive and rarely seen shade of Nuovo Grigio Ingrid over Crema leather

Accompanied by its original books, tools, and accessories



The Ferrari 612 Scaglietti, built to replace the 456 model as well as commemorate the legendary coachbuilder, Scaglietti, saw the rebirth of a more elegant and sophisticated four-seater Ferrari. The new 612 would gracefully carry the spirit of the original 2+2 Ferrari, the 250 GTE.

The car first debuted in 2004 at the North American International Auto Show in Detroit, Michigan. Immediately, it was considered the premier V-12 grand tourer. The 612, designed by Ken Okuyama and Frank Stephenson of Pininfarina, would incorporate a number of visual cues from Ferrari's legendary one-off 375 MM "Rossellini-Bergman" coupe *speciale*. The slender headlights, along with the pressed front fenders and doors, elegantly pay homage to the exotic original. It was Okuyama's and Stephenson's vision that would ultimately bring the 612 to life.

However, underneath its stylish body lies a technological marvel. The 612 is powered by the 575 Maranello's 5.7-liter V-12, a jewel of an engine. Owners had the option of mating a six-speed F1-style semi-automatic transmission or a traditional analog manual gearbox. In an effort to ensure the 612 would be a proper driver's car, the transmission was placed in the rear, increasing its overall handling dynamics. With a top speed of 199 mph, the 612 Scaglietti not only afforded travel at a high rate of speed, but also, in supreme comfort.

The spectacular example offered, sitting atop sporty five-spoke alloy wheels, shows just under 3,030 miles driven at time of cataloguing. The refined proportions of the car are accentuated by the lovely and subtly exotic Nuovo Grigio Ingrid exterior over a Crema interior. A mixture of black and aluminum trim on the dash, along with the tan interior and brown carpeting, present beautifully.

However, the car's most desirable feature is its six-speed manual transmission, which completely transforms this 612 Scaglietti from its F1 paddle-shift counterpart. Just 60 manual-equipped examples of the model were produced for the United States market. The glimmering gated shifter evokes the spirit of a true driver's car. Delivered new in July 2005 to Ferrari of Fort Lauderdale, Florida, this stunning 612 is believed to have remained with its original owner until November 2018, then showing approximately 2,990 miles.

Featured with its original owner's manuals, tool kit, car cover, battery tender, and assorted accessories, this stunning homage to Scaglietti is a compelling candidate to be driven across vast distances at high speeds by its next discerning custodian.





250

## 2009 Ferrari 599 GTB Fiorano

CHASSIS NO. ZFFFC60A390167772

**\$550,000 – \$650,000**

One of only 20 manual transmission-equipped examples delivered to North America, and only 30 produced in total

Finished in the stunning color combination of Nero over Cuoio

Desirably specified with Scuderia fender shields, carbon ceramic brakes, and Daytona-style seats

Driven fewer than 4,730 miles at time of cataloguing



Introduced for the 2007 model year, the Ferrari 599 GTB Fiorano featured an exhilarating naturally aspirated 6.0-liter Tipo F140 V-12—a powerplant derived from that of the radical mid-engine Enzo. Cradled in an all-new chassis and with 612 horsepower and 448 pound-feet of torque on tap, it afforded the 599 supercar-like abilities; the model could easily outmatch the performance of the iconic F40, even with a comfortably appointed interior befitting a flagship Ferrari *gran turismo*. Like its cousin, the F430, the 599 was the second Ferrari to wear the now trademark *manettino* dial on the steering wheel. This dial features five settings to adjust the traction damper settings and to monitor the throttle mapping. This gives the driver the option of having both a docile, driver-friendly car and a no-holds-barred racer.

Like all modern Ferraris, the 599 is just as luxurious as it is fast. The interior is spacious and comfortable, with incredible attention to detail being paid throughout. Carbon fiber and aluminum are utilized on the dash, which features Enzo-style instruments and a complex LCD display that allows the driver to access a multitude of settings and in-car information. The seats, developed by Recaro, are multi-functional and have adjustable pneumatic support for the passengers' hips and ribs, to provide a tight grip during high-speed road or circuit driving.

Notably, the 599 GTB was also the end of a celebrated era, being the last front-engine, 12-cylinder Ferrari offered with a traditional six-speed gated manual transmission. The alternative was the

six-speed “F1” automated manual, which prevailed among buyers of the time. Consequently, a mere 30 599 GTBs were equipped with the traditional six-speed; of those, only 20 were delivered new to North America.

Each manual transmission-equipped 599 GTB is coveted today for its appeal as a superb driver’s car and its special significance as the last of its breed. This example offered here is presented clad in the stunning, yet reserved color combination of Nero over Cuoio with Daytona upholstery and carbon fiber trim. Additional factory specifications include the carbon ceramic brake system

and the classic enameled Scuderia fender shields. Delivered new to Hawaii, the car was retained by its original owner with regular service entries until late September 2015, then indicating approximately 4,500 miles.

In 2018, this rarified 599 GTB Fiorano was added to the consignor’s esteemed collection of late-model Ferraris. Invoices on file from Boardwalk Ferrari in Plano, Texas show that it received an annual service and four new Pirelli P Zero tires in June 2018. The attractive, optional alloy wheels were also refinished at this time. In February 2019 the car was furnished with a complete





paint correction and professional ceramic coating regimen. It is presently accompanied by car cover, service invoices, window sticker, manuals, and battery charger.

This 2009 599 GTB offers an experience that is unavailable in Ferrari's current lineup: Modern power and performance with the tactile engagement of a traditional manual transmission, all set to a wonderful naturally aspirated V-12 soundtrack. Put simply,

Ferrari is unlikely to ever build a car quite like this again; this example, with its combination of desirable features, limited use, and a documented history of regular maintenance, represents an opportunity not to be missed by a serious *tifoso*.

This spectacular 599 GTB would be a suitable addition to any stable of modern Ferraris—and an absolute thrill to enjoy on road or track





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## 2018 Ferrari 812 Superfast

CHASSIS NO. ZFF83CLA0J0233105

**\$300,000 – \$350,000**

A supremely collectable and incredibly powerful flagship GT  
Finished in Rosso Corsa over Nero and Rosso leather interior  
Delivered new to Boardwalk Ferrari of Plano, Texas  
Driven fewer than 575 miles at time of cataloguing

The Ferrari 812 Superfast made its debut at the 2017 Geneva Motor Show. The successor to the F12berlinetta, the new 812 Superfast—marketed by Maranello as “the fastest and most powerful Ferrari yet”—filled the role as Ferrari’s two-seat, front-engine V-12, rear-wheel-drive grand tourer flagship. It more than lived up to its evocative name: Upon release, some commentators in the automotive media aptly, and without irony, deemed it “too fast” for roadgoing enjoyment.

The model is powered by a larger 6.5-liter V-12, replacing the outgoing 6.3-liter found in the F12. The new engine design puts out

an astonishing 785 horsepower and 530 ft-lb of torque, which, according to Ferrari, at the time of its release was the most powerful naturally aspirated production car engine ever produced. The 812 Superfast achieves 0-60 mph in just 2.8 seconds and is capable of a top speed of 211 mph. To maintain ideal weight distribution the gearbox is mounted at the rear, giving the car a 47:53 front:rear split. The seven-speed dual-clutch “F1” automated manual transaxle features Slide Slip Control 5 and E-Diff3. The new gearbox control reduces shift times in both upshifts and downshifts. Handling is improved care to the rear-wheel steering system from the F12tdf. Additionally,

the 812 Superfast is the first Ferrari equipped with Electronic Power Steering (EPS). With the increase in power, faster shifting, and improved handling comes the need for enhanced braking which is provided by Brembo’s Extreme Design carbon-ceramic discs, borrowed from the LaFerrari.

The Rosso Corsa 812 Superfast offered here was completed at Maranello in November 2017, and delivered new in January 2018 to Boardwalk Ferrari in Plano, Texas. Acquired by the consignor in June 2018, the car’s interior is neatly trimmed in Nero leather with Rosso and carbon fiber accents throughout.





Carefully enjoyed since acquisition, invoices on file illustrate regular servicing at its delivery dealer. In February 2019, the car was furnished with a complete paint correction and professional ceramic coating regimen. Within the past 20 miles, it was treated to a brake fluid flush and annual service by Boardwalk Ferrari performed in December of 2020. Now showing fewer than 575 miles at time of cataloguing, this 812 Superfast is accompanied by service invoices, car cover, manuals, battery charger, and a spare key.

With its astonishing power, breathtaking performance, and stunning design, the 812 Superfast is the pinnacle of a long line of Ferrari grand tourers and a must-have for any diehard *tifoso*.





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## 1954 Dodge Firearrow II

COACHWORK BY GHIA

CHASSIS NO. 9999709  
ENGINE NO. D44-991098

**\$900,000 – \$1,200,000**

A dazzling, Jet Age Italo-American concept

The first of the fully functional Firearrows; widely exhibited in-period

Elegant bodywork by Carrozzeria Ghia; “Red Ram” Hemi V-8 power

Among the most memorable, popular, and influential manufacturer show cars of its era



Chrysler Corporation may not have been the first automaker to wow the public with what we now call a “concept car;” that honor is typically afforded to Buick and its 1938 Y-Job. Yet the so-called “idea cars” produced by the Chrysler brands, especially those created under the auspices of styling boss Virgil Exner in the years following World War II, proved to be some of the most compelling, influential, and unforgettable concepts ever created. These included the four successive Dodge Firearrows, which wore hand-crafted bodywork by Carrozzeria Ghia of Turin, Italy.

As a designer, Exner was sharply critical of what he called “jellyroll and tinsel styling” deployed by crosstown competitors; instead of “old-fashioned gingerbread” adornments and chrome, he

championed the use of clean, functional forms (of course, Exner was not afraid to deploy brightwork if merited by the situation). This philosophy is evident in Exner’s hugely important “Forward Look” production cars, but naturally, he was free to push the envelope even further with the dazzling concepts developed under his watch.

To bring his visions from drawing board to reality, Exner looked across the Atlantic. Traditional *carrozzerias* such as Ghia retained the knowledge and skill needed to realize a unique design in hand-formed sheet metal even as the coachbuilding arts faded in America—and, as a bonus surely appreciated by Chrysler Corporation accountants, the US dollar went very far in an Italy recovering from war.

With unbroken side flanks notably bereft of well-defined rear fender haunches, the first Dodge Firearrow was a clear departure from the previous cars Ghia had created for various Chrysler brands. This was understandable: Unlike the prior creations, the Firearrow’s styling came from within Ghia, rather than Exner’s pencil in Detroit. No matter. When the bright red Firearrow debuted in 1953, it was an instant hit, drawing crowds wherever it was exhibited and prompting rumors of a limited production run.

What it was *not*, however, was a running automobile; the first Firearrow was a static full-size model with no engine, suitable for display only.



### **A FULLY FUNCTIONAL FIREARROW**

The success of the initial Firearrow led to the creation of the car offered here, the Dodge Firearrow II. Like the first, it was a low, sleek two-seat roadster with a dramatic frameless windshield and sharp, subtle fins, and it was also built on a Dodge chassis (in this case, one with a 119-inch wheelbase). Differences were numerous, however, including a change from quad headlamps to two wide-spaced units, round taillights, chromed wire wheels, a new toothed grille treatment, and trim that stopped at the sides, rather than wrapping around the front and rear fascias. It was finished in light yellow.

Most importantly, the quad exhaust pipes integrated into the rear fenders were there for a reason this time: There was a 241-cubic-inch, 150-horsepower “Red Ram” Hemi V-8 tucked under the hood, mated to a Gyro-Torque four-speed automatic transmission. Production features like exterior door handles may have been absent, but the Firearrow II was an operational car. And despite the largely Italian origin of its looks, it embodied Exner’s principles of clean, horizontally driven design with limited-yet-effective adornment quite effectively.

Shown extensively following its debut in 1954, the Dodge Firearrow II again proved to be a hit with the public. Two additional

cars, a coupe and another roadster, followed; the Firearrow IV was in many respects a pre-production prototype complete with features like exterior door handles and a folding convertible top. Ultimately, however, production was never greenlit, although the Hemi-powered Dual-Ghias did make good use of the basic Firearrow design—and styling elements such as low hoods, clean slab sides, and airy cockpits would define Mopar offerings for years to come.

Presented in light yellow over a black two-seat interior, the Dodge Firearrow II appears as forward-looking today as it did when it

debuted. Its wood-rimmed Nardi steering wheel, as well as the Ghia badges it wears, are reminders of its Italian heritage, yet its Dodge chassis and Hemi V-8 give it distinctively American power and road presence. Significantly, as the first of the drivable Firearrows, it makes fewer concessions to production-readiness than its successors, exemplifying Jet Age concept car design at its purest and finest.

This captivating, one-of-a-kind Italo-American hybrid promises to steal any show today...just as it did when it was first unveiled in 1954.





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## 2007 Saleen S7 LM

CHASSIS NO. 1S9SB18107S000107  
SERIAL NO. LM-007

**\$800,000 – \$1,000,000**

Originally manufactured in 2007; recommissioned to LM specifications by Saleen in 2018

One of just three S7 LM examples produced from 2017 to 2019

Presently showing fewer than 170 miles

Powered by a 7.0-liter, twin-turbocharged V-8 engine factory rated at 1,000 hp



Produced between 2000 and 2007, the S7 is underpinned by a bespoke carbon fiber chassis, race-derived suspension, and mid-engined layout which positioned it as an attractive platform for motorsports competition and consumer sales in approximately equal measure. Power is provided by a 427-cubic inch, twin-turbocharged V-8 engine offering up performance figures that rival the most prodigious European offerings. With a 0-60 time of 3.3 seconds and boasting a top speed of more than 200 mph, it quickly established itself as America's newest supercar. In its various homologated racing versions, the S7 proved to be quite effective on the racetrack, with victories at premier endurance events such as the 12 Hours of Sebring and 24 Hours of Le Mans, as well as IMSA sports car championships. In total, the S7 scored over 100 victories, and many more podiums, in official motorsports events between 2000 and 2010.

In the story book of post-war American sportscars, the pages are filled with many individuals who built models that could compete with the best examples constructed by Europe's storied marques. Briggs Cunningham, Carroll Shelby, and, perhaps more recently, Dan Panoz come to mind. Steve Saleen has definitely earned a few paragraphs in that book as well. Like others before him, he first established his brand as a racer and tuner of Mustangs for both the street and track. Building ever more successful race cars that were winning at the world's legendary tracks, by 1999 Steve had ventured into the construction of his eponymous automobile, the Saleen S7.





Unveiled in early 2017, Saleen's S7 LM project was announced as a celebration of the S7's many years of racing dominance. The LM was limited to just seven allocations for production between 2017 and 2019, and S7 owners were hand-selected by Saleen to recommission their cars to LM-specifications. However, in the end just three examples were completed. The car offered here, LM-007, is a late-production S7 example originally completed in 2007, and successfully converted to its present configuration in 2018.

Although the LM's underpinnings are a car already at the sharp edge of supercar performance, Saleen increased the output of its 7.0-liter V8 engine by adding a pair of redesigned turbos which are fed cold air from the roof-mounted intake shroud via a carbon fiber plenum and lightweight aluminum manifold. The S7 LM's upgraded powerplant was factory-rated between a ridiculous 1,000 and downright ludicrous 1,300 horsepower, dependent upon the fuel and tune settings. The prodigious 850 pound-feet of

torque is managed through a six-speed manual transaxle which is reportedly capable of delivering the S7 LM to top speeds in excess of 240 mph.

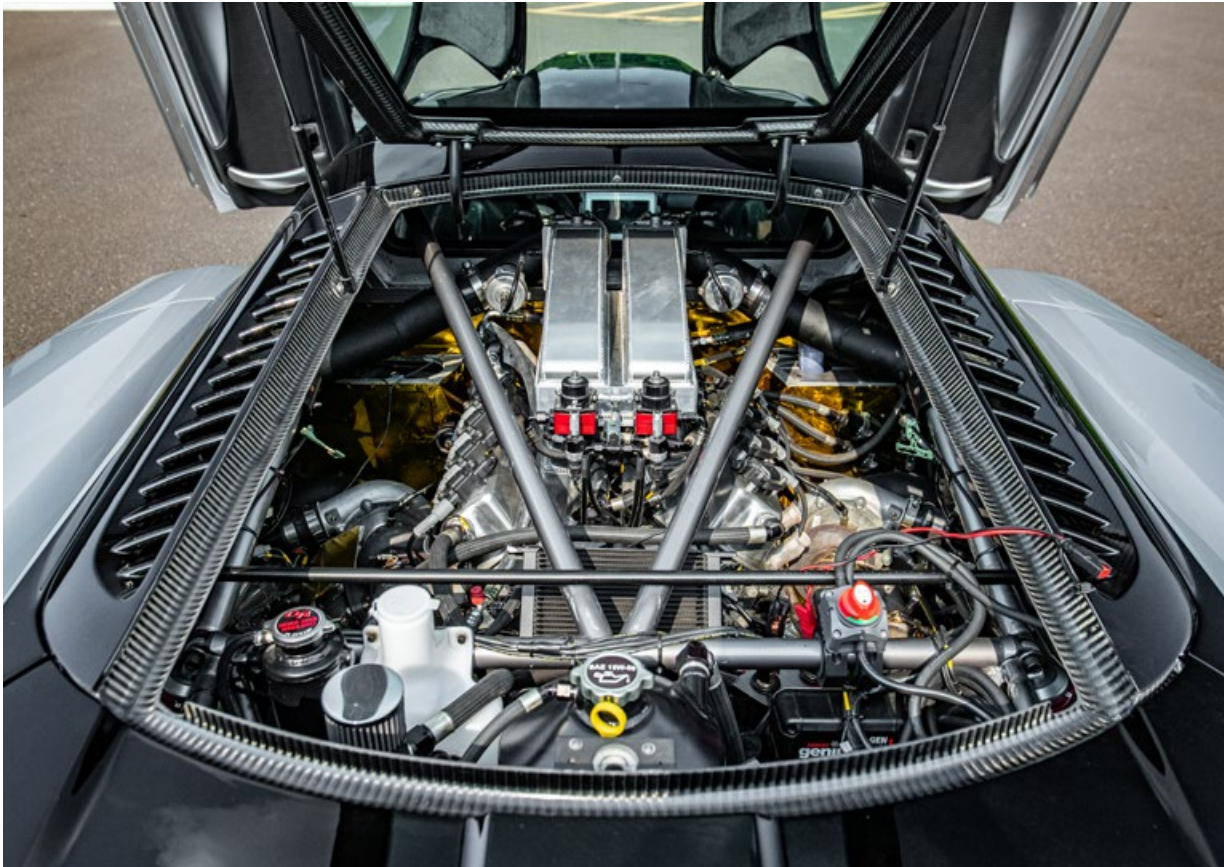
To ensure that all this power could be managed effectively, Saleen improved the aerodynamic impact by adding an adjustable, biplane rear wing developed during the company's racing exploits. Additional downforce is present on the LM as a result of the rear lip spoiler, rear diffuser, side skirts, air vents, and an enclosed underbody to help maintain split-channel airflow. Each wheel arch is filled with center-locking Saleen alloy wheels that measure 19 inches up front and 20 inches in the rear, all shod with Michelin Pilot Super Sport rubber. The suspension incorporates unequal-length double wishbones and aluminum coilover dampers at each corner. To reign in the prodigious speed of which the S7 LM is capable, Saleen-branded six-piston monoblock calipers rest over slotted, two-piece floating rotors mounted at each corner.





Even with such stratospheric performance figures resulting from the LM upgrades, there are still creature comforts that offer a very pleasing cockpit. Both driver and passenger are held secure in Alcantara Sparco seats trimmed in black leather. Alcantara also covers the headliner, rear panel, and A-pillars. Additional interior features include an adjustable steering column, backup camera, air conditioning, power windows, and four-point Sparco harnesses.

Like the legendary names attached to America's great racing sports cars, Steve Saleen will be remembered as a tuner, racer, and builder of motorcars who showed the world what was possible when American horsepower and ingenuity collided. His creation remains today as unique and awe-inspiring as the day it was first introduced to the world. This model, showing fewer than 170 miles from its creation as LM-007, is sure to preserve that history as its legend grows with each rewarding mile added.



254

## 2016 Ferrari F60 America

CHASSIS NO. ZFF85BHA4G0215096

**\$3,500,000 – \$4,500,000**

Built to celebrate 60 years of Ferrari in North America

Only 1 of 10 Ferrari F60 Americas built

Modern day tribute to the 275 GTB/4 NART Spider

Finished in the beautiful shade of Blu Nart

2,105 miles from new at time of cataloguing





Ferrari officially entered the U.S. market in 1954 as part of a strategic business decision to help fund racing efforts. Ferrari saw America as the biggest growth opportunity for their road car business. Italian born Luigi Chinetti was selected to represent the brand in the United States as Ferrari's exclusive importer. A wildly successful racer in his day, Chinetti achieved three overall wins at the 24 Hours of Le Mans and two wins at the 24 Hours of Spa. Arguably Chinetti's most successful year came in 1949 behind the wheel of a Ferrari 166 MM, winning both the 24 Hours of Le Mans and 24 Hours of Spa.

Well respected internally at Ferrari, his transition to the business side of the car business following his racing career was a natural progression. Chinetti's business was initially based out of New York City and later Greenwich, Connecticut. The brand grew immensely with Chinetti as sole importer for Ferrari, and over time smaller distributors began popping up in various parts of the country, paving the way to the successful dealer network that exists today.

While serving as Ferrari's sole importer, Chinetti, not one to leave his racing past behind him, also fielded a racing team. The North American Racing Team, or NART, as it is commonly referred to, saw numerous successes at the racetrack which allowed it special access to and support directly from the Ferrari factory. NART drivers included the likes of Pedro Rodriguez, Bob Grossman, Masten Gregory, Phil Hill, Jochen Rindt, Lorenzo Bandini, John Surtees, Bob Bondurant, and Jean Guichet. The team badge was





a modified Ferrari emblem with a slim American flag bar at the top and a blue bar at the bottom with NART in white text. The NART racing team built the reputation of both Ferrari and Chinetti's dealership, remaining active in racing from 1958 to 1982.

So successful was the NART racing program that Ferrari attached the name to a special U.S.-only model. Knowing the American market well, Chinetti saw the opportunity for increased sales with a convertible version of the successful 275 GTB/4. Chinetti ordered 25 of the special cars, referred to as a 275 GTB/4 NART Spider, although Ferrari only ended up building 10 examples. This scarcity led many 275 GTB/4s to later being converted to the beautiful NART Spider design.

In celebration of 60 years of Ferrari in North America, the Ferrari F60 America was introduced to the public in October 2014. Built on an entirely new chassis design with a powerplant derived from the Ferrari F12, the F60 America pays homage to Ferrari's long-standing relationship with North America and honors one of the marque's ultimate roadgoing models, the Ferrari 275 GTB/4 NART Spider. Like the NART Spider, the F60 America is an open-top two-seater with a powerful, naturally aspirated

front-mounted V-12 and rear-wheel drive. The F60 America had a planned production of just 10 examples, the exact number of NART Spiders built in period. At its release in 2014, all 10 examples of the F60 America were already spoken for.

This 2016 Ferrari F60 America is finished in the beautiful shade of Blu Nart. The evocative coachwork draws inspiration from the open-top racecars of the 1960s. Weather protection is provided by either a fabric top, that can be stowed away when not in use, or a three-piece carbon fiber hardtop with bespoke storage crate. Front-end styling features a modern interpretation of the "egg crate" grille found on 1950s and 1960s road cars. Large badges are prominently displayed on both front fenders, proudly commemorating 60 years of Ferrari in America. The rear of the car also received a rework in the form of aero roll hoops behind the driver and passenger seats, a subtle "duck tail" spoiler, and larger extended taillights. The design is capped off by a large chrome fuel filler door, reminiscent of the external "quick fill" fuel caps found on Ferrari competition cars of the 1960s.

The interior of the F60 America exhibits numerous special design touches. The dash, door panels, and console are wrapped in



dark navy-blue leather with red deviating stitching accented by rich dark red carbon fiber trim. The driver's seat is trimmed in a striking red leather with an American star and stripes center line. The center console armrest is trimmed in the same red leather as the driver's seat; it features a similar 60-year badge that is found on the fenders. The passenger seat is trimmed in the same navy-blue leather with red deviating stitching as the rest of the interior, with an American star and stripes center line. The steering wheel is a culmination of the two racing seats' upholsteries, which ties the interior together nicely. The instruments and controls will be familiar to modern Ferrari enthusiasts with a

prominent central tachometer flanked by information screens and a separate passenger display featuring a rev counter and temperature gauges for the differential and gearbox. To reinforce the rarity of this model, a plaque is affixed between the seats noting "Nr 1 of 10." The car has covered 2,105 miles from new at time of cataloguing.

One of only 10 examples of the F60 America ever built, this is arguably one of the rarest front-engined Ferrari supercars, a retro-inspired modern-day classic that will continue to be held in high regard by collectors and enthusiasts for years to come.





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## 1967 Jaguar E-Type Series 1 4.2-Litre Roadster

CHASSIS NO. **1E 13644**  
ENGINE NO. **7E 10541-9**  
GEARBOX NO. **EJ 11183**  
BODY NO. **4E 5370**

**\$200,000 – \$250,000**

OFFERED WITHOUT RESERVE

Comprehensive multi-year restoration completed in 2021

Just two owners from new; acquired by current ownership in 1973

Finished in Opalescent Golden Sand over a Red interior with a red convertible top

Numbers-matching chassis, engine, cylinder head, and gearbox

Accompanied by Jaguar Daimler Heritage Trust Certificate

The Jaguar E-Type's inherent beauty is legendary, and it is one of a few cars to ever be exhibited at the Museum of Modern Art in New York. Production began in 1961, and its styling, which was the work of Malcolm Sayer and had been overseen by company founder Sir William Lyons, evolved from Jaguar's Le Mans-winning D-Type race cars. The E-Type's construction was a multi-tube front end bolted



to a steel body shell. The long, low hood and front fenders were one assembly and hinged at the front for unobstructed engine access. Introduced in 1964, the up-sized 4.2-liter inline-six had 265 horsepower and could haul the car from 0–60 mph in 7.4 seconds, with a maximum speed of 149 mph—and in incredible style and comfort.

This 1967 Jaguar E-Type Series 1 4.2-Litre Roadster was built on 11 October 1966. A left-hand-drive example destined for North America, this open two-seat roadster left the factory finished in Opalescent Golden Sand over a Red interior with a Sand convertible top. It was dispatched on 16 November 1966 and distributed through Jaguar Cars, New York, USA.

Just a two-owner example from new, it was purchased by the consignor in 1973. A comprehensive multi-year restoration

was completed in 2021. The car was refinished in its original shade of Opalescent Golden Sand, now complimented by a red convertible soft top. Exterior features include dual Talbot-style sideview mirrors and chrome knock-off wire wheels. The interior was retrimmed in red leather, and it is equipped with a modern JSD-20158 radio unit. Two shift knobs are included with the car: One traditional black with white lettering, and one custom wooden knob with a 1967 gold Kennedy half dollar. According to its accompanying JDHT certificate, this Jaguar is a numbers-matching chassis, engine, cylinder head, and gearbox example. Included with the car is a hardtop, tools, jack, and literature.

The Jaguar E-Type remains one of the most celebrated British sports cars of all time. This example, finished in a seldom-seen factory color combination, and having benefitted from a multi-year restoration, would make a fine addition to any collection.



256

## 2020 McLaren Speedtail

CHASSIS NO. **SBM23GDG0LW403081**  
SERIAL NO. **081/106**

**\$3,000,000 – \$3,500,000**

*To any potential buyer of this 2020 McLaren Speedtail, please understand that this vehicle is one of a small number of U.S.-delivered Speedtails and such vehicles enter the U.S. under "show or display" exemptions. As such, this vehicle is in the U.S. under a "show or display" exemption. It is imperative that any transfer of ownership be approved by NHTSA prior to the title changing hands. The seller will work with the buyer to ensure all limitations are understood and that compliance with the current "show or display" requirements are met. Buyers should be aware that the vehicle is limited to use of no more than 2,500 miles per year and must be made available for inspection by NHTSA until the vehicle is not less than 25 years old.*

The legacy of McLaren's F1 reimagined for the 21st century

McLaren's fastest road car with a top speed of 250 mph and 1,035 hp

A masterpiece of automotive engineering with central driving position and three-seat configuration

Only 106 examples produced, paying tribute to the 106 McLaren F1s

Driven just 396 miles at the time of cataloging

Strikingly finished in blue carbon fiber with MSO Contour Paint Effect

Upgraded with McLaren Special Operations roof scoop





When unveiled to the global public at Monaco's Sporting Club on 28 May 1992, the McLaren F1 was heralded as the ultimate development of a roadgoing supercar. Collectors and critics alike fawned over the F1's distinctive design, revolutionary construction, and record-breaking performance. Nearly 30 years on, the McLaren F1 is still the undisputed pinnacle of any collection fortunate enough to retain one of its 106 examples produced between 1992 and 1998.

Yet technology is constantly progressing, and a company like McLaren certainly cannot afford to rest on its laurels; to do so would not be in its character, to say nothing of its long-term interest. Drawing on the spirit of the F1, and incorporating everything the Woking, England-based automaker has learned in the intervening decades, the 2020 McLaren Speedtail once again pushes the automotive envelope. Limited to just 106 units,

the same as its predecessor the F1, the futuristic Speedtail is an exclusive offering on the cutting edge of 21st century hypercar performance.

#### REINTERPRETING A LEGEND: FROM F1 TO SPEEDTAIL

Like the F1, the Speedtail is built around a lightweight, carbon fiber tub. This time, the composite material is reinforced with titanium strands and sculpted into a more dramatic "teardrop" shape surmounted by a one-piece glass canopy. The F1's signature three-person seating configuration and vertical-dihedral doors have also carried over to the 2020 design, this time making full use of lighter materials unavailable to McLaren in 1992.

Despite the reverence for its predecessor, the Speedtail is unreservedly a car of the 21st century. Nowhere is this





revelation more evident than its hybrid powertrain. The 4.0-liter twin-turbocharged V-8 engine is an evolution of the McLaren P1's engine and features a revised piston design along with enhanced cylinder head cooling, enabling it to produce over 750 horsepower. The Speedtail's electric motor and battery, meanwhile, are both units developed by McLaren's Formula E technology group. The motor smooths out power delivery at low engine speeds, providing an additional 312 horsepower; the dielectric cooled and insulated 1.647-kWh battery was, at its debut, the most power-dense unit ever fitted to a production vehicle. The innovative inductive charging pad charges the battery system wirelessly from underneath the car. Total system output is a formidable 1,035 horsepower, propelling the Speedtail to a reported top speed of 250 mph.

The Speedtail's sleek, elongated carbon fiber bodywork is underpinned by an adjustable, multi-link suspension composed of aluminum alloy. This system works in tandem with the Speedtail's cutting-edge active aerodynamics (which include remarkable deformable carbon fiber ailerons), distinctive static wheel covers, bespoke Pirelli tires, and carbon ceramic brakes to keep the

16.8-foot-long vehicle glued to the ground. The design's incredibly low drag coefficient maximizes the Speedtail's fuel efficiency, especially when paired with its regenerative braking system.

As with the F1, the central driving position of the Speedtail offers an uncompromised driving experience unlike anything else on the road. From the central seat, the driver has an unobstructed view of their surroundings; with both A-pillars out of their line of sight, they can more accurately place the car on the roadway. A defining feature of the F1, this central driving experience is uniquely implemented by McLaren and feels entirely natural. In addition to offering optimal visibility, the central driver's seat allows for two additional passengers to enjoy the exhilarating ride of the Speedtail.

Further, the Speedtail replaces side mirrors with hideaway cameras, which retract back into their respective panels during activation of the Speedtail's exclusive "Active Velocity" mode—which lowers the car several inches and changes the aerovane configuration, thus streamlining the silhouette for extreme stability at high speeds. The mode was on full display on 19 December 2019 with a McLaren Speedtail prototype reaching



250 mph over 30 times during testing at the Johnny Bohmer Proving Grounds—part of the NASA's Space Shuttle Landing Facility in Orlando, Florida.

All told, the Speedtail is the fastest, most aerodynamic, and most technologically advanced McLaren ever made, pushing the frontier of what is possible in a road car. On public roads, its futuristic design and length of 16.8 feet give it a presence like nothing else. More than its exclusivity or any styling similarities, it is this that makes it a true successor to the legendary F1.

## **SPEEDTAIL NUMBER 81**

The Speedtail offered here, number 81, is a uniquely presented specimen with over £389,500 (~\$539,540) of bespoke and optional equipment, as confirmed by the McLaren Automotive Order Confirmation document. In addition to these extras, the car has since been fitted with the MSO center roof scoop made available to Speedtail owners as a post-delivery upgrade. The functional carbon fiber roof scoop is reminiscent of the McLaren F1 and costs in excess of \$100,000.

This chassis' exterior is finished in blue stained carbon fiber with the dramatic MSO Contour Paint Effect at a cost of £80,000 (nearly \$110,000). The blue carbon fiber fades to clear gloss carbon fiber in the side scoops, on the front bumper, and front hood scoops, nicely tying into the gloss carbon wheel covers, diffuser, and front splitter. The 10-spoke wheels are blue with a diamond cut, and the McLaren Orange brake calipers contrast well against the blue carbon fiber bodywork.

A comprehensive suite of Zircon trim, aluminum, and titanium flourishes add a uniform appeal to both exterior and interior. Inside, the Speedtail's next-gen dashboard and distinctive three-seat cockpit are trimmed in stunning black and blue Aniline leather. The carbon fiber steering wheel is appointed in black leather; it fronts a suite of five digital displays, and the two elements are interceded by a pair of billet titanium paddle shifters. Included with Speedtail number 81 is a five-piece fitted luggage set finished in carbon fiber and leather matching the interior of the car.

It is safe to say that the revolutionary Speedtail's saga is only getting started; like its predecessor the F1, the Speedtail is predicted to capture the public's attention for decades to come. With each of the 106 examples being purchased by pre-selected customers before the model's announcement, the availability of this Speedtail, number 81, offers an exciting opportunity to partake in the most advanced road going vehicle that McLaren has built to date. The Speedtail is an engineering triumph combining the best of McLaren's past with extraordinary technology of the present. Its moment in the spotlight has just begun.





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## 1967 Sunbeam Tiger Mk II

CHASSIS NO. **B382100110 LRXFE**  
BODY NO. **JAL 700017**

**\$150,000 – \$175,000**

OFFERED WITHOUT RESERVE

Believed to be one of 536 Mark IIs built

Finished in Carnival Red with white accent stripes

Powered by a Ford 289 cu. in. V-8; four-speed manual transmission

Includes both hardtop and soft top

Listed in *The Book of Norman*

After the success of the Shelby Cobra, British manufacturers looked for other sports cars that could handle a V-8 transplant. The Sunbeam Alpine seemed like a good candidate; it had been launched by the Rootes Group in 1959 to compete with the MGA, Austin-Healey, and Triumph TR3. Norman Garrad, who headed the Rootes Competition Department, had been urged by Formula 1 World Champion Jack Brabham to develop a Sunbeam Cobra. His son, Ian, an executive with the company in California, tasked Carroll Shelby with converting an Alpine.

Rootes built 6,498 Tigers in both left- and right-hand drive from 1965 to 1966, with many of them featuring the Alpine's hardtop. After Lord Rootes died, Chrysler bought into the Rootes Group, and not surprisingly, they did not want to sell a car with a Ford engine. This proved to be unfortunate for the Tiger Mark II. It was fast, with 210 horsepower from the 289-cubic-inch Ford engine, but it proved short-lived, as Chrysler ceased the program in 1967 after only 536 Mark IIs (including two prototypes) were ultimately built.

In March of 1967 this Sunbeam Tiger Mk II was sold new by J. Sargent Ltd. in Raleigh, North Carolina to Chuck Crouse. In 1974 Mr. Crouse traded the Tiger in at Leith Lincoln Mercury in Raleigh, North Carolina. It was subsequently purchased by John Felicione. Under Mr. Felicione's ownership the car was pictured for a Shelby club magazine in 1978; at that time alloy wheels had been added, as well as a black hood scoop. Mr. Felicione then sold the car to Dan Boulton. Under Mr. Boulton's ownership the Tiger benefitted from a frame-off restoration in 1990 by



marque expert Scott Woerth of Christiana, Pennsylvania. Upon completion the car was stored until 1997, when Mr. Boulton sold the Tiger to Lee Padilla of Laughlin, Nevada. Mr. Padilla would also go on to store the car for 13 years before it joined the Craig Brody Collection.

In August of 2014 it was acquired by current ownership. Today the Tiger is finished in Carnival Red with white accent stripes. It includes both a hardtop and soft convertible top, and it rides on 16-inch Panasport Racing wheels wrapped in Bridgestone Potenza tires. The car is powered by Ford's legendary 289-cubic-inch V-8 engine backed by a four-speed manual gearbox. The interior is trimmed in black, and it features a wood-rimmed steering wheel and a beautiful wood dashboard housing Jaeger instrumentation. It is offered with a tool roll, jack, and original 13-inch wheels and hubcaps.



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## 1935 Alfa Romeo Tipo C 8C 35

CHASSIS NO. 8  
ENGINE NO. 50012/64  
GEARBOX NO. 12/C

**\$3,000,000 – \$4,500,000**

Please note that this lot is sold on  
a Bill of Sale.

Offered from the Peter Giddings Collection; a proven race winner

Powered by the former Scuderia Ferrari, Rex Mays, seven-  
time Indianapolis 500-competing 8C 35 engine

Documented in Simon Moore's *The Magnificent Monopostos*

Fitted with a sympathetically adapted original Alfa Romeo four-speed 12C 37 transaxle

Beautifully restored by marque specialists Auto Restorations of Christchurch, New Zealand

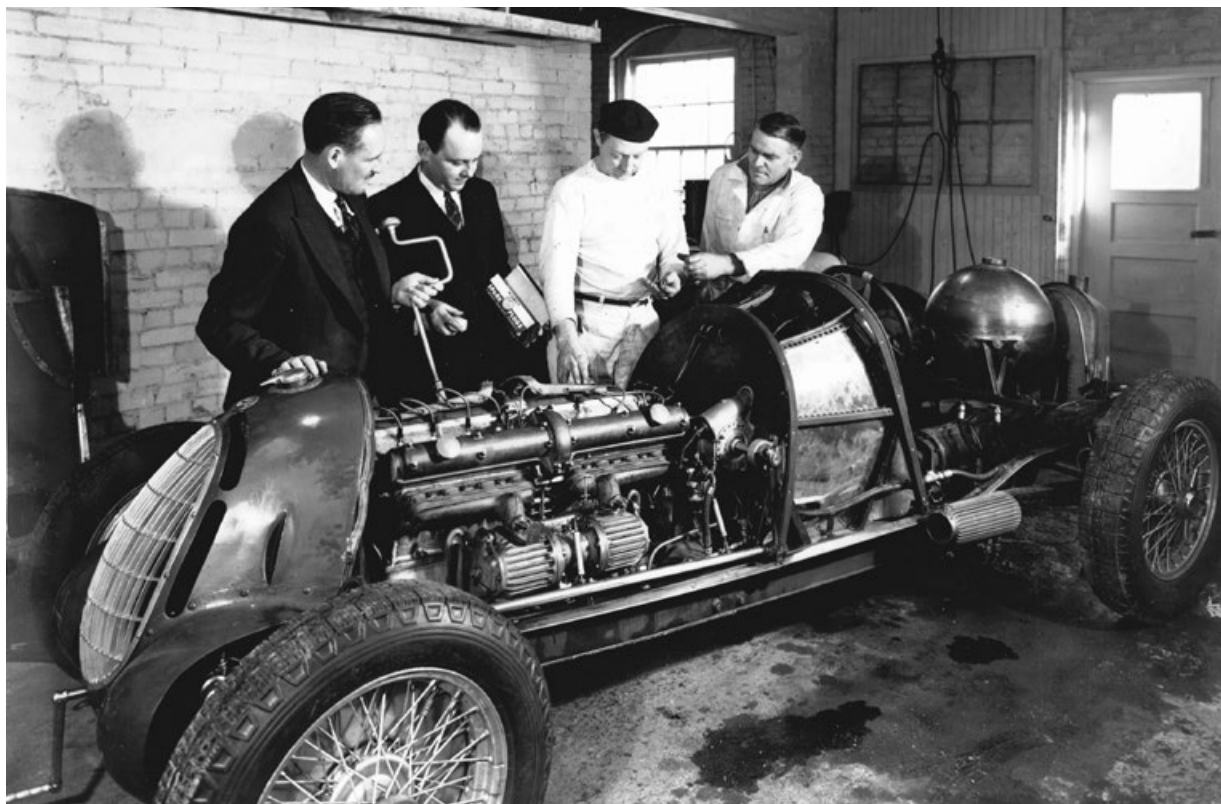




### ALFA ROMEO TIPO C

Tazio Nuvolari's epic drive in the 1935 German Grand Prix aside, by mid-year it was evident that Alfa Romeo's illustrious, but aging, Tipo B model was in need of replacement; particularly so in the face of increasingly potent opposition from Mercedes-Benz and Auto Union. Against this backdrop, Vittorio Jano set about the design of a new car—the Tipo C—which initially featured an enlarged 3.8-liter engine, fitted with a pair of superchargers each feeding a bank of four cylinders, mated to a rear-mounted transaxle, and housed in an all-new, independently-sprung chassis. Dubbed the 8C 35, it debuted at the Italian Grand Prix at Monza in September 1935, with Nuvolari sharing Dreyfus' car to finish an encouraging 2nd behind Hans Stuck's Auto Union.

Informed opinion, led by marque historian Simon Moore in his book *The Magnificent Monopostos*, together with Luigi Fusi's earlier writings, suggest that approximately a dozen Tipo C chassis were completed. The same basic Tipo C chassis was used both in the 8C 35 and later in V-12-powered 12C 36 as it would accept both Alfa's eight- and twelve-cylinder engines interchangeably. Four complete 8C 35s were eventually sold off, designated 50011-50014, although it is known that at least three other 8C 35 engines existed (50015-50017). Moore accounted for seven of the 4-liter V-12 engines used in Tipo C chassis to compete in 12C 36 form. Although less successful than the Tipo B, the 8C 35 remained competitive in 1936, achieving victories in Budapest, the Coppa Ciano, and at Donington, while its new twelve-cylinder counterpart emerged victorious at Barcelona, Milan, and Modena.



Engine number 50012, pictured in its original chassis, is fitted with a set of new Bowes Seal Fast spark plugs before the 1937 Indianapolis 500.  
*Courtesy of the owner*

A lifelong Alfa Romeo enthusiast, having owned some ten pre-war racing examples of the marque, including the Nuvolari/Seaman/Ruesch 8C 35 (chassis number 50013), the late Peter Giddings acquired a bare “hat” section chassis frame, of the type used on the 8C 35, in mid-1996. It bore no discernible Alfa Romeo or Scuderia Ferrari markings; its only distinguishing features being the number “8” stamped either side of the front cross member. The chassis had reputedly been found in Argentina by Alfa Romeo collector Aldo Cesaro. It showed signs of accident damage and looked to have been “rebuilt several times,” requiring straightening before being used again, according to correspondence on file from Auto Restorations NZ. Despite much research and many theories, however, the specific origins of this chassis have proved elusive. Metallurgical testing performed in 2021 indicated differences in metal composition between this and the chrome-moly steel known to have been used in factory Tipo C and 8C 2900 sports racing car chassis, casting a degree of doubt on Peter Giddings’ long-held belief that the number 8 chassis had been taken from Italy to Argentina by Piero Dusio of Cisitalia fame. While the true story of its chassis may never be fully known, the heart of this car is unquestionably its seven-time Indianapolis 500 competing 8C 35 engine.

#### **INDIANAPOLIS 500: 1937, 1938, 1939, 1940, 1941, 1946 & 1947**

For some years, Mr. Giddings had been aware of the existence of the original engine of chassis 50012, which had been shipped to the US in the Fall of 1936 by Scuderia Ferrari for use as a spare car in the Vanderbilt Cup. After the event—which witnessed a dominant victory by Nuvolari in one of the Scuderia’s 12C 36 chassis—the car remained in the US, being sold to Bill White in early 1937, for his nominated driver Rex Mays to drive in that year’s Indy 500. Suitably modified to accommodate the then current requirement for a riding mechanic—in Mays’ case Lawson Harris, himself an Indianapolis winner with Louis Meyer in both 1933 and 1936—the car ran strongly early on before retiring with overheating issues after just 24 laps.

After their Indy travails with 50012, Mays and White returned the car to single-seat configuration, entering the 1937 Vanderbilt Cup race as Ferrari had done the previous year. The race would prove to be a triumph for the small Californian operation, with Mays finishing a remarkable 3rd, beaten only by Rosemeyer’s C-type Auto Union and Seaman’s Mercedes-Benz W125, and finishing

ahead of von Delius' Auto Union and both Scuderia Ferrari entries of Nuvolari and Farina. Indeed, so accomplished was the performance that Mercedes Team Manager Alfred Neubauer was moved to offer White a test for his star driver in Europe; something which, inexplicably, White subsequently failed to communicate to Mays!

Following the Vanderbilt Cup race, the engine of 50012 was extensively re-worked to comply with the new-for-1938 Indianapolis and Grand Prix regulations, which stipulated a maximum capacity of 3 liters. Legendary engineer Fred Offenhauser oversaw the production of a new short-stroke crankshaft which reduced the "throw" from 100-mm to just 82-mm and cast new cylinder blocks with a noticeably smaller bore of 75.5 mm, in place of the original 78-mm units. The resulting engine now displaced just 2,937 cc, almost 900 cc less than its original specification.

In 1938, Mays returned to Indianapolis with the revised 50012 and, despite having qualified the car 3rd, retired once again; this time after 45 laps with supercharger trouble. The following year, White entrusted driving duties to Texan Babe Stapp who, in his eleventh appearance at the Brickyard, would finish the race in a creditable 5th position. The venerable car competed at Indianapolis on a further four occasions, in 1940, 1941, 1946 and 1947, all with White still its entrant. The car's most notable finishes being 7th place in 1941 and 1947, courtesy of Harry McQuinn and Cy Marshall, respectively.

**ENGINE NUMBER 50012: AFTER INDY**

In his book, Simon Moore quotes Rex Mays' biographer, Bob Schilling, as having viewed the much-used car—still in White's



Rex Mays in chassis 50012, whose engine is now in the Giddings 8C 35, at the 1937 and 1938 Indianapolis 500. Courtesy of the Indianapolis Motor Speedway



possession, but less engine—at the latter’s premises in Los Angeles in late 1955 or 1956. A further decade or so later, the chassis ended up in the possession of fellow Californian Michael Agabra who sold it back to Alfa Romeo for restoration under the late Luigi Fusi’s expert eye, albeit with a 12C 36 engine in place of its original eight-cylinder unit. It is in this form which chassis 50012 survives today, on permanent display in the factory museum.

The remains of 50012’s original engine—also stamped “64,” a result of its Scuderia Ferrari heritage—were subsequently located and purchased by Milwaukee-based enthusiast David Uihlein for possible fitment into his then engineless ex-Frank Griswold, ex-Tommy Lee Tipo B, chassis 50007. However, in view of the installation issues presented by the somewhat longer Tipo C engine relative to that of a Tipo B unit (and having sourced a

suitable Tipo B engine in the interim), Uihlein instead opted to sell engine number 50012 to Peter Giddings in early 1996.

#### **THE PETER GIDDINGS 8C 35**

It was at this point, in 1996, that Giddings shipped his Cesaro-sourced chassis, newly acquired engine 50012, brakes, and suspension components, along with two 12C 37 transaxles (acquired independently from noted British and Australian Alfa authorities Paul Grist and John Lawson) to renowned restorers Auto Restorations of Christchurch, New Zealand. Over the course of the next five years, Auto Restorations carried out an exacting restoration of these disparate but crucially period correct parts and presided over their subsequent assembly, using Peter’s “other” 8C 35, 50013, for invaluable reference and pattern purposes.



Once straightened, the hitherto damaged chassis was then suitably modified to accept the 12C 37 transaxle, in which the gearbox operated behind the rear axle line—as opposed to in front, as with an 8C 35. Certain components were fortuitously acquired, such as a pair of Tipo C rear brake assemblies and drums, although inevitably rather more required manufacturing entirely from scratch, often utilising original factory drawings. Examples of the latter included recreating the intricate correct-type Weber carburettors, superchargers, lubrication system, and radiator—not to mention recreating the entire aluminium body. In deference to the engine's illustrious Indianapolis 500 history, it was decided that the Offenhauser-inspired 3-liter configuration be retained and, while one of the two original cylinder blocks was found to be cracked, the other was found to be serviceable and was used alongside a newly manufactured replacement.

Duly completed, the car ran for the first time—appropriately on New Zealand soil—at Ruapuna, in February 2002, acquitting itself wonderfully to win the Vintage class. Thereafter, chassis 8 was shipped back to its adopted Californian home, becoming a regular fixture on the US vintage racing scene. In fact, for the next 16 years in Peter's extremely capable hands, it raced in upwards of 50-plus vintage race weekends, finishing on the podium on nearly every occasion.

The very epitome of a mid-1930s Grand Prix car, the Peter Giddings 8C 35 is a fitting tribute not only to those who designed, constructed and drove these magnificent cars originally, but also to the remarkable enthusiasm, prescience, and sheer tenacity of its late owner. Impeccably presented and painstakingly restored, it is one of just four Tipo Cs currently in running order and offers a fascinating insight into the 8C's illustrious competition history on both sides of the Atlantic. Furthermore, considering the impracticality and unavailability of contemporary Mercedes-Benz and Auto Union chassis, it represents an incredibly rare opportunity to acquire an example of the one of the "Grand Marques" of the period and would be ideally suited to and eligible for any number of vintage racing events its fortunate new owner may wish to compete in.



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## 1932 Alfa Romeo 8C 2300 Monza

CHASSIS NO. 2111037

**\$2,500,000 – \$3,200,000**

Offered from the Peter Giddings Collection

Early 1st series short-chassis 8C, originally fitted with spider body by Carrozzeria Touring

Overall winner of the 1932 Mille Miglia

Contemporary history concluded when the car was destroyed in Grand Prix des Frontieres at Chimay, 1937

Rebuilt by Alfa Romeo collector Aldo Cesaro and driven in the 1989 Mille Miglia

Subsequently updated with Jim Stokes engine by Auto Restorations of Christchurch, New Zealand

Successful and competitive vintage race entrant eligible for Monterey Reunion, Goodwood Revival, and Le Mans Classic, amongst others







#### **ALFA ROMEO 8C**

Seldom has there been a more convincing claimant to the title of *the complete car* than Vittorio Jano's masterpiece, the Alfa Romeo 8C. Victorious in Grands Prix, at Le Mans four years in succession, and in no less than seven editions of the Mille Miglia, its competition credentials are beyond reproach. Yet its racing exploits only tell part of the 8C story. The chassis, available in both long chassis *Lungo* and short chassis *Corto* form, underpinned some of the finest and most elegant touring cars of its day, featuring timeless coachwork from contemporary Carrozzerie including Zagato, Touring, Castagna, and Brianza.

This said, it is in its fabled Monza form that the 8C is perhaps most revered. As early as 1931, Alfa Romeo prepared a stripped down, short-wheelbase version of their 8C 2300 chassis—complete with tapered racing tail and full-length side exhaust—to be driven by Nuvolari and Campari in their home Grand Prix. Its dominant victory in Alfa Romeo's back yard would lead to the sobriquet by which any such ultimate-specification variants would be known thereafter.

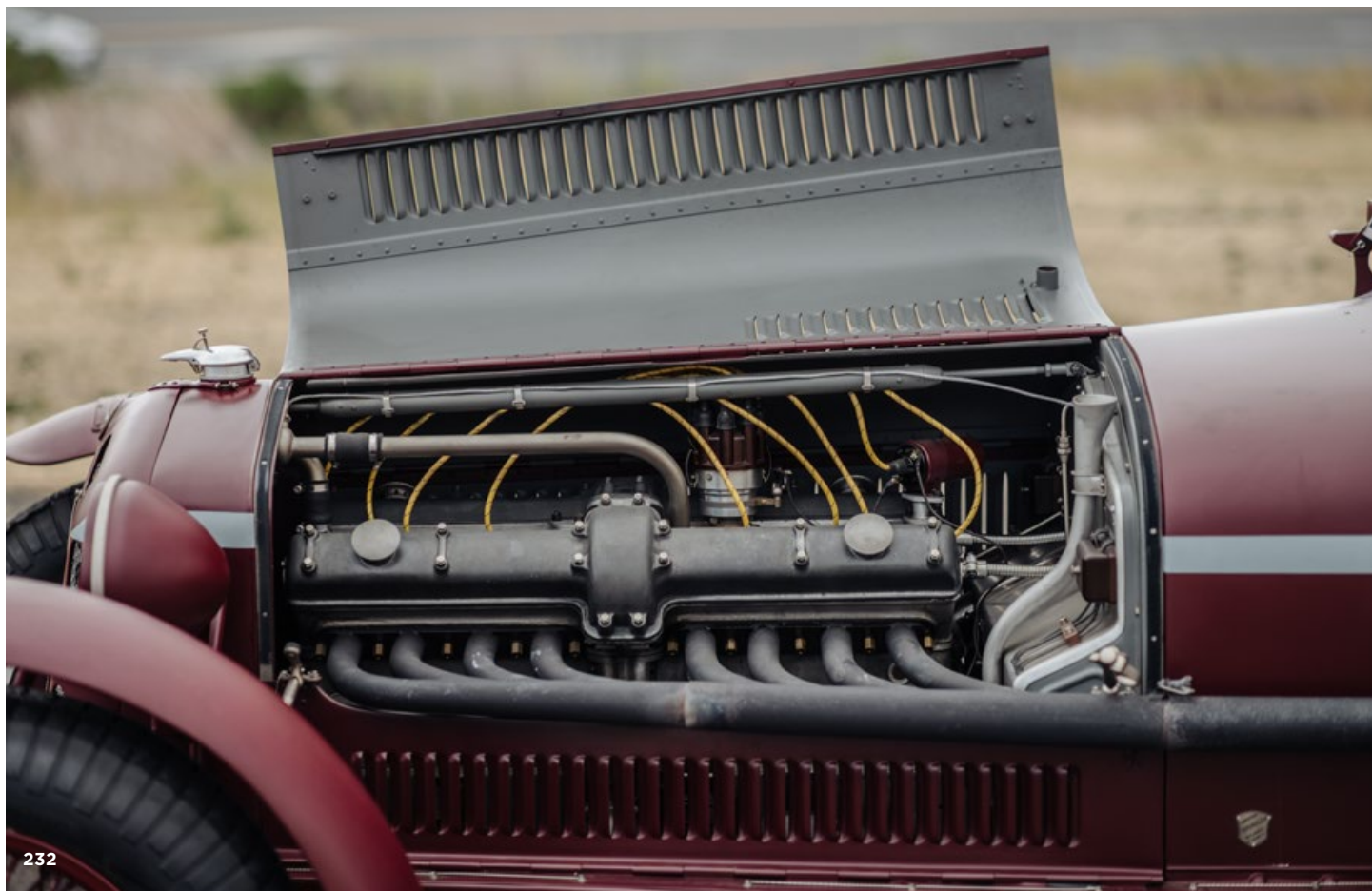
### CHASSIS NUMBER 2111037

According to leading 8C authority Simon Moore in his seminal tome *The Legendary 2.3*, chassis 2111037 was one of four short-chassis Touring-bodied 8C 2300 spiders registered by the factory on 2 April 1932 ahead of that year's Mille Miglia. The factory entered three Touring spiders for the event itself to be driven by Nuvolari, Borzacchini, and Campari – with a fourth car, driven by Caracciola, also the recipient of Works assistance. Ferrari supplemented the already robust Alfa challenge with a further five 8C Zagato-bodied spiders, with another five 6C chassis entered as backup.

The race itself turned out to be a rout for Alfa Romeo, with Borzacchini's Works spider winning from Trossi's similar Scuderia Ferrari car and Alfas filling some eleven of the top twelve finishing positions. For many years the specific identification of the three factory 8C Touring spiders was a subject of some mystery and conjecture. However, the archivist at the Museo Mille Miglia in Brescia has recently confirmed to Simon Moore that the winning car driven by Borzacchini was in fact the Works-entered chassis number 2111037. Such a glorious initial chapter in its history

notwithstanding, it was to be short lived for both driver and car. The fearless Italian Baconin Borzacchini would tragically lose his life the following year in the Italian Grand Prix at Monza. Chassis 2111037 would go on to further competition success in private hands, until its own competition career would be cut short some five years after its remarkable triumph at the Mille Miglia.

It was in May 1932, just after its Mille Miglia victory, that 2111037 was sold to its first private owner, Raffaele Cecchini of Rome, who re-registered the car from its factory-designated licence number of MI 23022 to the local registration Roma 30938. Cecchini kept the car only very briefly, selling the Alfa Romeo to fellow Roman Piero Parisi at the start of 1933, and it is with Parisi at the wheel, in October's Coppa dei Dilletanti, that the earliest known contemporary photograph of the car in action in private hands was taken. Interestingly, the rather poor-quality image in question from a magazine shows that the original Touring-style windscreen has been removed from the car and replaced by a more conventional chrome-framed item, as fitted to Zagato-bodied cars. In addition, the car had lost its original grille to be replaced by a "Monza" slotted cowl.





During recent research for the Addendum volume for his book, Simon Moore also discovered a photograph of 2111037 in an evocative paddock setting at the 1934 Targa Vesuvio hillclimb. Run over a five-mile course from Pugliano to Eremo del Vesuvio, roughly 50 miles southeast of Naples, 2111037 was on this occasion apparently driven by sometime 6C 1750 exponent Andrea Berlingieri. Regrettably, only the top three finishing positions are known—of which Berlingieri was not one.

The car changed hands once again in October 1934—albeit remaining in Rome with its new owner Marcello Venturi—before being sold once more in August 1935 and heading back to Northern Italy into the custody of Luigi Zeloni of Como. Zeloni re-registered the car with the local licence number CO 10195, before selling it in March 1937 to Guido Barsotti of nearby

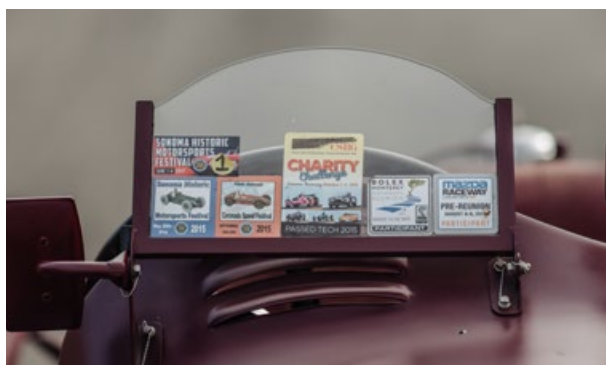
Cernobbio, home to the famous Villa d'Este Hotel. Apparently 2111037's new owner also had competitive aspirations, as Moore recently unearthed another fine image showing Barsotti on the start line for the 1937 Coppa della Vallasina hillclimb; the car still exhibiting its distinctive Zagato windscreen and Monza cowl.

However, just two weeks later, this car's contemporary career ended abruptly. Barsotti entered the Grand Prix des Frontieres at the daunting Chimay road circuit in Belgium; his fellow competitors including the likes of Hans Ruesch's Alfa Romeo 8C-35, a trio of Bugattis and a pair of Delahayes. In practice, Barsotti suffered a significant accident in which 2111037 was effectively destroyed; its unfortunate pilot—or perhaps fortunate, in view of the extent of the damage—spending several days in hospital as a result.

## SUBSEQUENT HISTORY

Thereafter, the whereabouts of the crashed car remained a mystery for the next four or so decades. Reputedly, some remains of the car had found their way to Rome again by 1970, but it is not until 1977-78 that they were purchased by Italian Alfa Romeo restorer Aldo Cesaro, who set about recreating the car in Monza specification. Regrettably, no photographs exist of the items Cesaro claimed to have acquired, although subsequent images produced by him show what appears to be a Monza specification frame, an original-type Monza fuel tank, and an 8C engine of indeterminate origin as forming the basis of the project.

At the time, Cesaro also owned another 8C, the ex-Count Agusta, Brandone-bodied car, with engine 2211110, and enjoyed frequent access to the then-dismantled and highly original Monza 2311225 belonging to the Lausanne Technical College, being restored by Sandro Barbini. Both cars proved invaluable for reference and, in some cases, pattern purposes and, duly completed, Cesaro entered his Monza in the 1989 Mille Miglia Storica. It was kept by him for a further decade prior to its sale to a well-known Dutch collector, who in turn sold the car to a Spanish enthusiast in 2005. The late Peter Giddings acquired the car in December 2011.





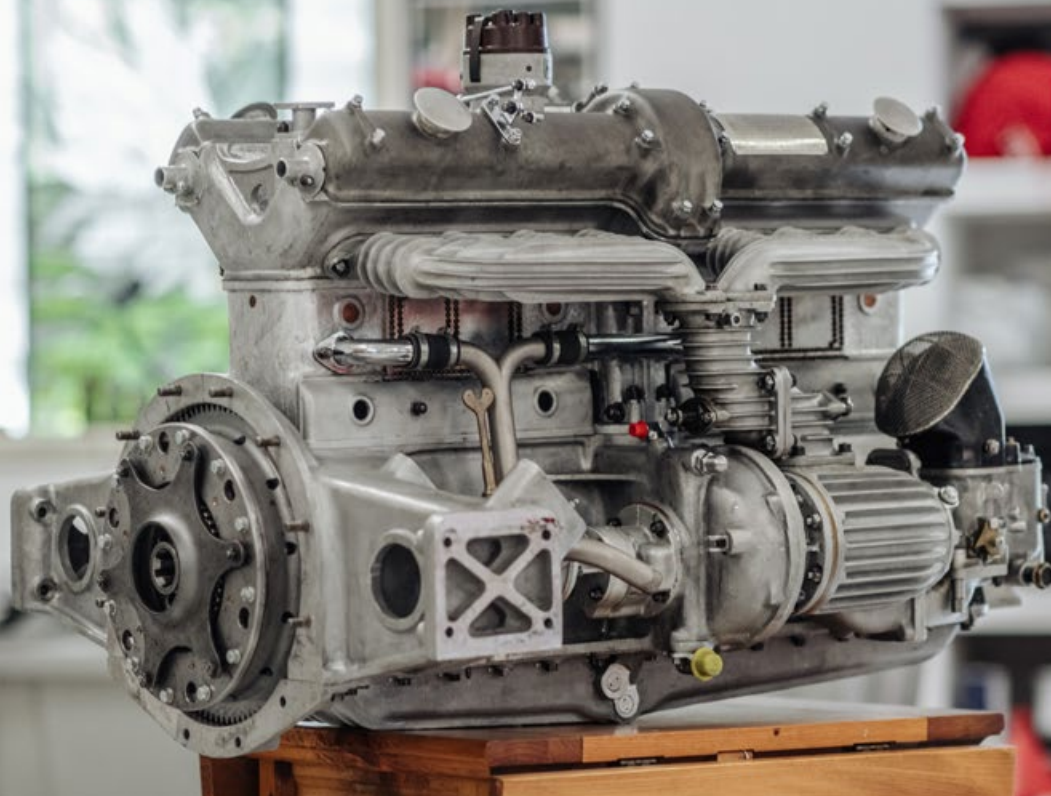
### **A VINTAGE RACER, PAR EXCELLENCE**

As a keen and accomplished vintage racer—not to mention an Alfa aficionado eager to learn more about his new acquisition’s genealogy—Mr. Giddings immediately entrusted 2111037 to Auto Restorations of Christchurch, New Zealand, for forensic analysis and a comprehensive restoration. Once dismantled and stripped of all paint, it was discovered that both chassis frame side rails exhibited a distinctive continuous weld along their length, suggesting that they had been modified and the depth of their “C-section” profile reduced. Furthermore, the frame was found to bear the number 2151103, although subsequent investigation identified this as a steering box number from a later car, which had at some point been erroneously stamped on the chassis. Metallurgical analysis performed on the chassis in 2021 showed that it exhibited characteristics of mild steel of a later type, as opposed to the type of steel known to have been used in original Alfa Romeo 8C 2.3 chassis, which exhibited noticeably higher levels of nickel and chromium. It is therefore thought that the chassis is a replacement that may date to the time of the car’s reconstruction.

In view of Mr. Giddings intention to race his Monza, a replacement Jim Stokes-manufactured engine was fitted, the car retaining this power unit today. Whilst the gearbox appears to also be a non-original replacement unit, other significant components such as the brakes, bulkhead, starter motor, and dynamo appear to be of the original type, although it is impossible to say with certainty whether these are original to chassis 2111037.

With restoration complete, Mr. Giddings returned the car to his Californian home, with 2111037 subsequently resuming its itinerant competition career at his local tracks of Laguna Seca and Sonoma, prior to his untimely passing in 2019. Now, as then, the 8C’s versatility remains undiminished, and it remains one of a select band of cars equally eligible for races at the Monterey Reunion, Goodwood Revival, Monaco Grand Prix Historique and Le Mans Classic. Blessed with an irresistible blend of a fascinating early history and proven front-running track record in Vintage racing, 2111037 is presented to Mr. Giddings’ customary high standards and represents a rare opportunity to acquire one of these magnificent cars as they, incredibly, approach their centenary in less than ten years’ time.





## Alfa Romeo 8C Engine

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Offered from the Peter Giddings Collection

One of the great engine designs of the Prewar Era

Previously rebuilt by Auto Restorations New Zealand

A fascinating piece of engineering worthy of display, or use as a spare for vintage racing

**\$160,000 – \$200,000**

OFFERED WITHOUT RESERVE

That Alfa Romeo built some of the greatest automobiles of the Prewar Era is inarguable. No small number of dominant racing cars, as well as road cars of incomparable elegance and presence, wore the emblem of the storied Milanese marque. Beneath the long hoods of the very best of these machines sat the mighty Alfa Romeo 8C engine, an advanced straight-eight design from the mind of Vittorio Jano featuring dual-overhead camshafts and a Roots-type supercharger. Offered in a range of displacements from 2.3 to 3.8 liters over the course of its development, the 8C was a key contributor to Alfa Romeo's lauded competitive edge.

The mostly complete engine offered here was installed in the 1932 8C 2300 Monza, chassis number 2111037, when acquired by Peter Giddings in 2011. Removed when the car was restored by Auto Restorations, it is said to have been rebuilt with a new crankshaft at that time and retained by Giddings as a spare. Inspection reveals cylinder blocks that several experts have noted appear to be of original Alfa Romeo manufacture, although the crankcase appears to be of later manufacture and has been stamped with numbers (2111037) that do not appear to be original. Many components including the cylinder head, manifolds, supercharger, and

water and oil pumps appear to be of later manufacture, and there is clear evidence of repairs across the entire unit—as might be expected for an engine created for hard use in competition.

A representative of the design that took Alfa Romeo to the winner's circle at the Mille Miglia, Le Mans, and numerous Grand Prix races, this 8C engine could serve as a possible spare for a dedicated vintage racer; alternatively, it would be a unique display piece for a discriminating collector.

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## 1927 Delage 15-S-8 Grand Prix

CHASSIS NO. 4  
ENGINE NO. 3/4

**\$2,500,000 – \$3,500,000**

Please note that this lot is sold  
on a Bill of Sale.

One of the all-conquering, 1.5-liter straight-eight-powered 1927 Grand Prix team cars

Driven by Louis Chiron to 7th place in the 1929 Indianapolis 500

Sold to Earl Howe in 1931 and extensively raced from 1933-1935

Raced by Richard Seaman in 1936, taking wins at Donington, Pescara, and Berne, setting the stage for Seaman's career with Mercedes-Benz

Subsequently owned by prominent collector and F1 team owner Rob Walker

Immaculately restored by Auto Restorations of Christchurch, New Zealand

Eminently suitable for such events as Goodwood Revival and the Monaco Historic Grand Prix





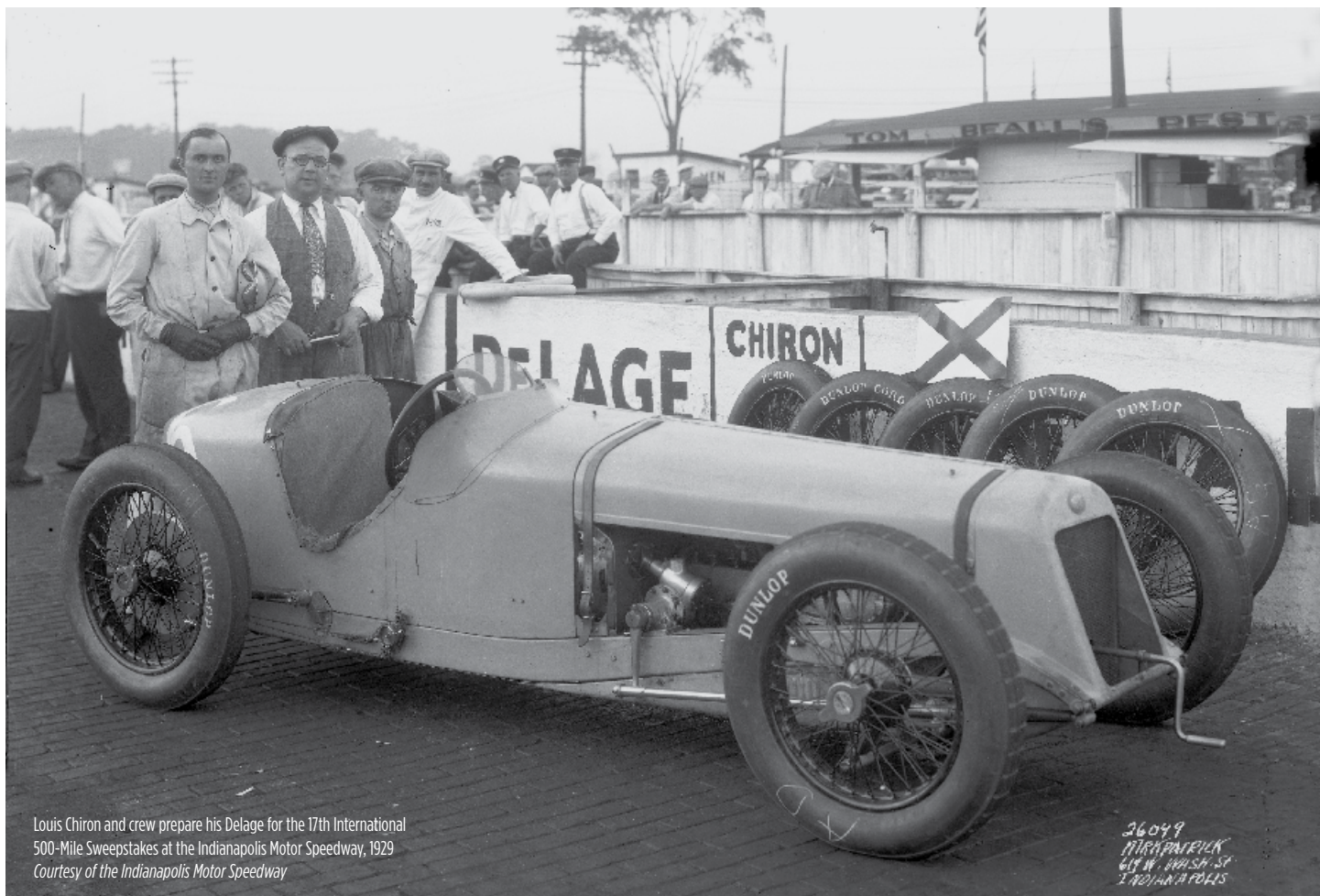


### **DELAGE 15-S-8**

Having established Automobiles Delage in Paris in 1905, Louis Delàge himself quickly identified the potential public relations benefits of motor racing, embracing the nascent sport enthusiastically. The company's first significant racing victory came as early as 1908, when Albert Guyot won the Grand Prix des Voiturettes at Dieppe. By 1910 the company had developed their own engine, which powered Paul Bablot to victory in both the 1911 Coupe des Voiturettes at Boulogne and the 1913 Grand Prix de France at Le Mans. In 1914, Delage unveiled their groundbreaking Type S Grand Prix model—boasting twin-overhead camshafts, four valves per cylinder, desmodromic valve operation, and four-wheel brakes—while later that year, Rene Thomas gave the company their first significant overseas win with victory in the Indianapolis 500.

After a lucrative wartime spell manufacturing munitions, Delage resumed road car production in 1918 with its innovative four-wheel-braked CO model. However, it would be a further five years before Delage returned to competition seriously—although the introduction of the exquisite 2 LCV Grand Prix car in 1923 certainly rendered the wait worthwhile. Featuring a remarkably intricate 2-liter, four-cam V-12 engine designed by Delage's cousin Charles Planchon, the new car debuted in the 1923 French Grand Prix. It was not until its appearance in supercharged form in 1925, however, that it was truly competitive, winning as it did at Monthl ry and at San Sebastian.

For 1926, Grand Prix regulations stipulated a minimum car weight of 600 kilograms and a maximum capacity of 1,500 cubic centimeters, either supercharged or un-supercharged. To this end, Planchon's replacement Albert Lory designed the remarkable 15-S-8—a car as revered now, almost a century after its introduction, as it was when it made its race debut at that year's European Grand Prix at San Sebastian. Featuring a broadly similar chassis, braking system and transmission to the 2 LCV, the 15-S-8 was powered by a new 1.5-liter blown straight-eight engine which, certainly in pure engineering terms, surpassed any previously seen. Featuring a nickel-chromium crankshaft located in no less than nine roller bearings, gear-driven twin-cam valve operation, and a two-stage Roots-type supercharger, the new engine produced some 170 horsepower at 8,000 rpm, the latter figure being almost unheard of at the time.



Louis Chiron and crew prepare his Delage for the 17th International 500-Mile Sweepstakes at the Indianapolis Motor Speedway, 1929  
 Courtesy of the Indianapolis Motor Speedway

A small series of 15-S-8s were constructed for the 1926 season, with the car immediately competitive if—initially at least—somewhat ergonomically compromised due to its driver’s side-mounted exhaust. Excessive heat and poor ventilation forced Bourlier and Senechal to share driving duties to finish second at San Sebastian, with Senechal and Wagner doing the same en route to victory at the RAC Grand Prix at Brooklands. For 1927, four Works examples were prepared for Grand Prix competition (the car offered here being chassis number 4), utilizing many components from the 1926 cars in substantially re-worked form. Modifications included relocating the exhaust and shifting the engine four inches to the left to lower the driver’s seating position.

### CHAMPION du MONDE

The 1927 season was one of total domination for Delage, with lead driver Robert Benoist winning all four European-based Grands Prix, thereby securing the World Manufacturers’ Championship for the company and cementing his status as the world’s preeminent driver. The four 15-S-8 chassis would all make podium-finishing appearances during the season. According to research presented

in the recent seminal work on the model, *Delage Champion du Monde* by Daniel Cabart and Christophe Pund, chassis number 4 would make its own significant contributions to Delage’s World Championship bid. André Morel would notably secure a 3rd place at the Grand Prix de l’ACF at Monthéry in a 1-2-3 sweep for Delage. After a retirement at the Spanish Grand Prix, chassis 4 would be driven to another 3rd at the British Grand Prix at Brooklands by Albert Divo.

By 1928, Delage’s racing exploits—not to mention their engineering extravagances—had begun to take their toll on the company’s finances, and reluctantly the victorious quartet of 15-S-8s were disbanded. Chassis 4 was sold to popular Louis Monégasque Louis Chiron, who drove it to a fine 7th place in the 1929 Indianapolis 500, a race in which he finished both on the lead lap and as the first non-American car home.

Upon its return to Europe, chassis 4 was sold to loyal Delage driver Robert Senechal, who drove it to a respectable 6th in the French Grand Prix of 1930. He continued to campaign the car during the 1931 season, finishing 9th at the Italian Grand Prix at

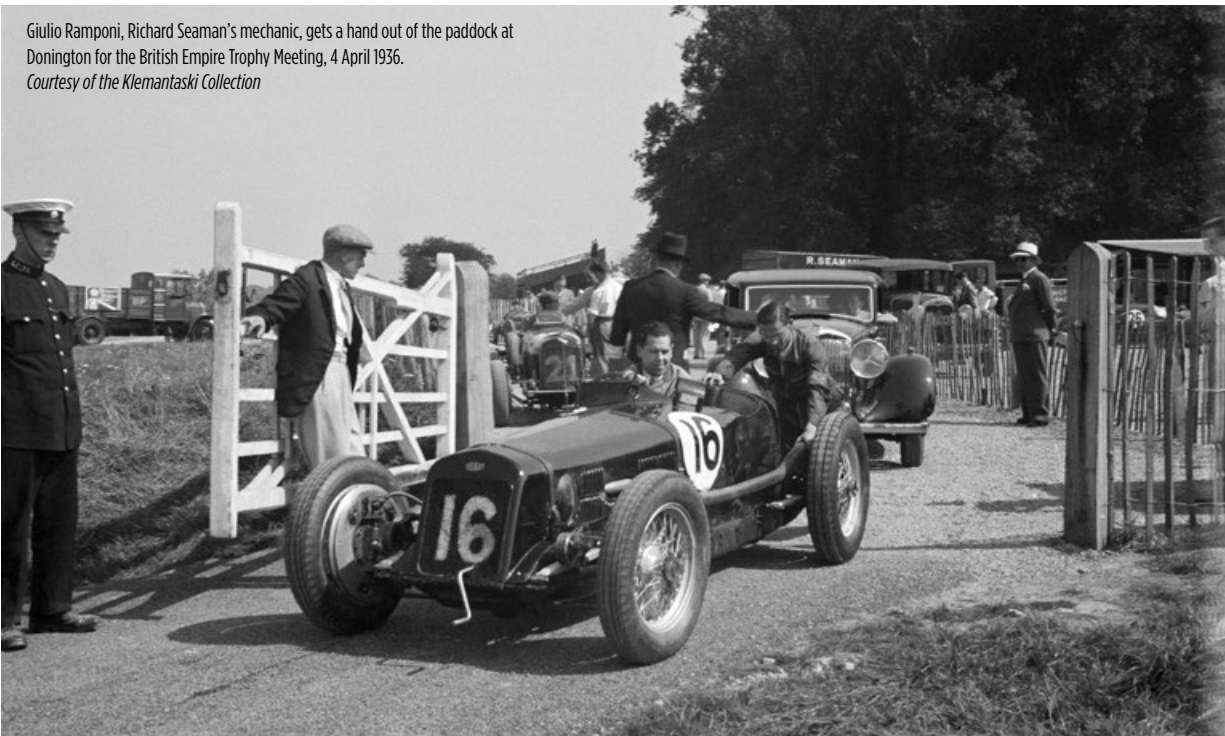
Monza and 5th at the French Grand Prix before selling the Delage in the winter of 1931 to Earl Howe. Concurrently the owner of the sister 15-S-8, chassis number 3, Howe utilized both cars although—after crashing chassis 3 at Monza in 1932—his focus necessarily shifted to its sibling. During Howe’s ownership, the car became a regular fixture in continental events, taking a win in the Voiturette class of the 1933 Eifelrennen at the Nürburgring, a 2nd at the 1935 Grand Prix d’Albi, and 3rd-place finishes in the 1933 Avusrennen and 1935 Prix de Berne, amongst other appearances.

With Howe opting to contest Voiturette races with his new ERA from 1936 onwards, ownership of the Delage passed to a young

Richard Seaman, who immediately retained the services of former Alfa Romeo test driver and riding mechanic Giulio Ramponi to oversee its further development. Work centred around extensive weight-saving and its conversion to hydraulic brakes, and it was in this updated form that Seaman dominated the 1936 Voiturette season, taking victories at Donington, the Isle of Man, Pescara, and Berne. Indeed, such was the potency of the combination that Seaman came to the attention of legendary Mercedes-Benz Team Manager Alfred Neubauer, who summarily signed the young Englishman for the 1937 season. With Seaman joining the Silver Arrows and no longer in need of his trusty Delage, chassis 4 would be sold on to yet another illustrious figure in motorsport, noted racing team owner HRH Prince Chula Chakrabongse.



Giulio Ramponi, Richard Seaman’s mechanic, gets a hand out of the paddock at Donington for the British Empire Trophy Meeting, 4 April 1936.  
*Courtesy of the Klemantaski Collection*



## POSTWAR AND BEYOND

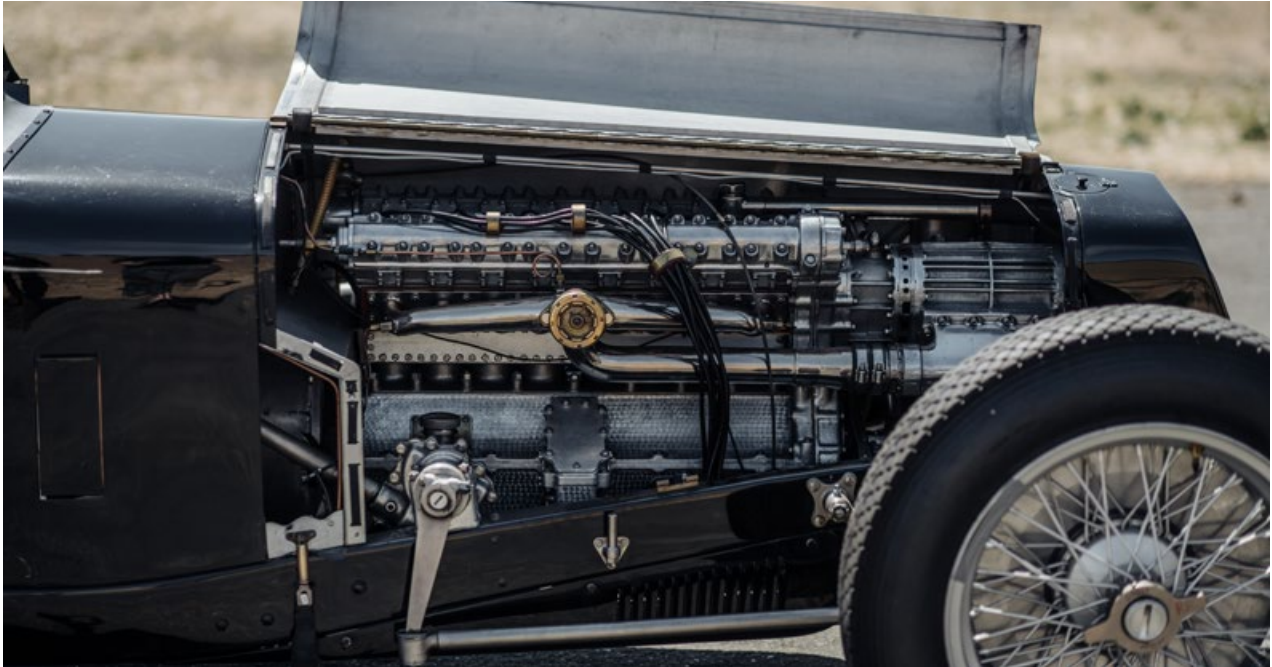
Following the intervention of war, two genuine factory 15-S-8s—chassis numbers 2 and 4—were acquired by British racing luminary Reg Parnell, together with two original 1927 rigid front axle chassis, a quantity of original spares and two additional chassis which had been commissioned by Prince Bira's mentor and cousin, Prince Chula. Parnell mixed and matched components to re-assemble three complete cars, the result being that each of the cars lost their individual identities to some degree, despite still retaining original and correct components. To that end, Parnell had acquired engine number 3, from Howe's crashed Monza car, and much of this engine including its crankcase were subsequently fitted to chassis 4. Chassis 4 would pass in this form from Parnell to his friend David Hampshire in 1946, the latter competing with it in that year's Grand Prix d'Albi and the Grand Prix des Nations in Geneva.

From Hampshire, ownership of chassis 4 passed in 1950 to incomparably suave future Grand Prix entrant Rob Walker, who had admired the superlative workmanship of the 15-S-8 since childhood and cherished the car for over three decades.

Throughout Walker's ownership it was tended to by his loyal mechanic John Chisman and, following a catastrophic workshop fire at his garage in March 1968 which sadly destroyed the car's original body and firewall, it was he who rebuilt the car. Walker's final public appearance with chassis 4 was at the 1984 Nice Grand Prix retrospective event, whereupon it joined the collection of French collector and publisher Serge Pozzoli.

Following Pozzoli's death in 1992, the car was sold to a prominent Brazilian collector and historic racer who commissioned Auto Restorations of Christchurch, New Zealand to carry out an exacting restoration of the car to 1936 specification, which included recreating its intricate five-speed gearbox. In 2012, the late Peter Giddings, who had admired the car at Rob Walker's as a young man, acquired the Delage, opting to entrust further engineering and race preparation work to Auto Restorations as well. An experienced and accomplished historic racer, Giddings would only have the opportunity to compete with the car on a select few occasions prior to his passing. When the little black car did appear, however, it frequently embarrassed younger and more powerful opposition, as it gained a reputation for doing in its day.





#### CHASSIS NUMBER 4 TODAY

The Delage is offered with a comprehensive history file including period racing photographs, copies of correspondence dating back as far as 1936, restoration photos and invoices, a plethora of articles, and much more. There is additionally a large package of spares and associated items, consisting of several crates; the spares will be made available for collection at the purchaser's expense from the seller's property in the San Francisco Bay Area following the sale.

Since its inception, Grand Prix motor racing has been punctuated—perhaps once a generation—by landmark designs which have re-drawn technical boundaries and materially changed the face of the sport. There can be no more apposite example of this than

the remarkable Delage 15-S-8, which assuredly ranks alongside the likes of the Maserati 250F, Cooper T51, Lotus 25, and McLaren MP4 in the annals of Grand Prix history.

That this very chassis contributed meaningfully to Delage's 1927 Grand Prix championship triumph, not to mention being driven successfully in period by one of Grand Prix' brightest stars and two of its latter-day elder statesmen—Chiron, Howe, and Seaman, respectively—further adds to its allure and to its unquestionable status as one of the most historically significant Grand Prix cars ever to be publicly offered for sale. Impeccably presented in Seaman's distinctive black livery, it remains highly eligible for all manner of vintage racing events and is guaranteed to thrill crowds wherever it goes with its unique combination of arresting looks, superlative engineering, prodigious performance and, critically, *that* exhaust note.



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## Ω 1977 Porsche 935 K3

CHASSIS NO. 9307700911  
KREMER NO. 009 0005

**\$1,700,000 – \$2,000,000**

Please note that this lot is sold on a Bill of Sale.

Please note that an import duty of 2.5% of the purchase price is payable on this lot if the buyer is a resident of the United States

One of 13 factory-built 935/77As; originally delivered to Georg Loos/Gelo Racing

Three-time Le Mans participant; twice Daytona 24 Hour and Sebring 12 Hour competitor  
Converted to Kremer K3 specification in 1980

2nd overall at Sebring in 1981 and 5th at Le Mans in 1982

Driven by Derek Bell, Bobby Rahal, Hurley Haywood, Brian Redman, and Rolf Stommelen

Immaculately restored and maintained by Equipe Europe to 1981 Sebring specification

Highly documented, including Historic Technical Passport (HTP) and service and restoration invoices

Class winner at the 2018 Le Mans Classic and frontrunner in Classic Endurance Racing

Eligible for numerous vintage racing events, including Le Mans Classic and Monterey Historics



### WORLD CHAMPIONSHIP OF MAKES

As Porsche's indomitable 911 entered its second decade of competition, its place in racing and rally folklore was assured; a hat-trick of Monte Carlo Rally victories, three wins at both Daytona and Sebring, and victory in the Targa Florio—all achieved with a production-based car. However, it was the introduction of a modified FIA Group 5 ruleset for 1976—allowing “Special Production Cars” to contest the World Championship for Makes—which permitted Porsche to explore the 911's potential and to unleash their most outlandish derivate yet: The Type 935.

In effect, the new regulations allowed the development of “silhouette” cars, providing a production-based power plant and certain external dimensions were retained. As ever, Porsche read the rulebook more closely than did their competitors, their newly bewinged and suitably widened 2.85-liter, twin-turbocharged 935/76 winning four races en route to the 1976 World Championship for Makes title.

Porsche's 1977 season was even more emphatic, with 935s winning eight of the nine races. For 1978 the World Championship for Makes was incorporated with the World Sportscar Championship; something which Porsche marked by winning every Championship round for the next two years. Indeed, such was the 935's domination that it concurrently won some 13 of the 21 Sports Car “Classics” held between 1978 and 1984; its crowning glory being an overall win at Le Mans in 1979—the first time the race had been won by a non-Sports Prototype since 1952.

### CHASSIS NUMBER 9307700911

This 935, chassis number 9307700911, left Weissach in 1977 in customer 935/77A specification to the order of wealthy Cologne-based Real Estate developer Georg Loos. A Porsche customer of longstanding, Loos in fact ordered another 935/77A, chassis 9307700908, at the same time, and indeed became one of the 935 programme's great stalwarts, owning at one time or another no less than six different examples. Although a capable and experienced driver himself, Loos would often enter multiple cars via his eponymous team, Gelo Racing, employing the likes of Rolf Stommelen, Klaus Ludwig, John Fitzpatrick, and Howden Ganley as co-drivers.

For the 1977 season, Loos intended to enter the 935s in both the DRM (Deutsche Rennsport Meisterschaft—in effect Germany's domestic Group 5 Championship) as well as select rounds of the World Championship for Makes and the Le Mans 24 Hours. Chassis 0911 made its race debut at the third round of the DRM at the Nürburgring, where it was driven by Tim Schenken. The race was won by Bob Wollek in the rival Kremer team's 935, with Schenken finishing 4th.

After a non-finish in the Silverstone 6 Hours, where Schenken was co-driven by Derek Bell, the car returned to DRM duties at Mainz-Finthen, with Schenken taking a fine 3rd place behind teammate Stommelen and Wollek. At Le Mans, in June, the car was to be driven by Schenken, Toine Hezemans, and Hans Heyer, although a magnificent qualifying performance—which saw the car qualify 8th overall—was sadly negated by fuel injection pump failure in the race.

A fine run of mid-season form saw Schenken finish 4th, 3rd, and 3rd again at the DRM rounds at Norisring, Diepholz, and Hockenheim, respectively, although the final round at the Nürburgring in October witnessed a rare retirement, thereby restricting him to 9th place in the Championship standings. However, crucially Stommelen beat arch-rival Wollek to the title.

At the conclusion of the DRM season, 0911 was sold to Carlo Noce of Modena, Italy, who employed Luigi Moreschi and "Dino" to drive the car in the final round of the World Championship for Makes at Vallelunga. After qualifying 2nd for the six-hour race, the pair drove faultlessly to win by more than a lap from the similar 935 of "Victor" and Monticone. The car remained in Italy throughout 1978, now prepared by the famous Jolly Club team, and recorded a superb 2nd overall finish in October's six-day Giro d'Italia Automobilistico, courtesy of drivers Carlo Facetti and Martino Finotto.

Jolly Club's involvement continued into 1979, starting with preparation for the Daytona 24 Hours. Finotto and Facetti were joined on this occasion by Gianpiero Moretti and took a magnificent pole position before retiring from the race—having led 164 laps—with engine failure. Upon their return to Europe, Finotto and Facetti drove 0911 to a fine 3rd place in the Mugello 6 Hours in March, before the car was sold mid-season to aspiring Floridian IMSA entrant Charles Mendez. A sometime promoter of the Sebring 12 Hours, Mendez shared the car with Hurley Haywood to win the Daytona 250 miles in July before recording a commendable 3rd place—with Brian Redman—in the last IMSA race of the season, also at Daytona.



Porsche 935 #39 leads a Porsche 911 Carrera RSR at the 1977 24 Hours Le Mans.  
*Courtesy of Motorsport Images*





Driven by Dan Snobeck, François Servanin, and René Metge, Porsche 935 K3 #78 races to a 5th place finish at the 1982 24 Hours Le Mans.  
*Courtesy of Motorsport Images*

### **KREMER NUMBER 009 0005**

In 1980, 0911 was sold to Roy Woods' Racing Associates team and was upgraded to Kremer K3 specification. Once fitted with a later specification "upside down" gearbox and K3 bodywork, the car was duly re-numbered 009 0005, and reappeared in that year's Daytona 24 Hours—now in eye-catching Coca Cola livery—to be driven by Woods, Bob Akin, and Bobby Rahal. Unfortunately, the race would end in retirement after 156 laps with engine failure. At the Sebring 12 Hours a month later, Rahal was replaced by Skeeter McKitterick, and the team enjoyed a welcome upturn in fortunes by finishing 5th. The team's focal point for the year had been the Le Mans 24 Hours in June, where Akin would share the car with Paul Miller and Ralph Kent-Cooke, although this would end in disappointment once again with axle failure after 237 laps.

Newly renamed as Cooke Woods Racing for 1981, the car returned to Sebring in March where, driven by Woods, Kent-Cooke, and McKitterick, where it finished a magnificent 2nd overall behind the Brumos-built 935 of Holbert, Haywood, and Leven. The K3 was used just twice more in 1982, with Rahal driving solo to 3rd place in the 100-mile IMSA race at Road Atlanta, while

Kent-Cooke, Woods, and Bob Garretson shared the car to finish 4th in the Riverside 6 Hours.

In 1982, ownership of 009 0005 was formally transferred to Ralph Kent-Cooke, although once again it would only be used sparingly, with just two races scheduled. In June, the K3 returned to Le Mans, on this occasion being driven by the all-French crew of Dany Snobeck, François Sérvanin, and René Metge. Having qualified 34th, the car performed faultlessly in the race, finishing in a remarkable 2nd in the IMSA GTX class, and 5th overall—beaten only by the three new Works Porsche 956s and the class-winning 935 of Fitzpatrick and Hobbs. In October, 009 0005 competed in its final top line Endurance race, the 6 Hours of Fuji, in which it finished a valiant 2nd in IMSA GTX and 7th overall.

The Porsche remained with Kent-Cooke until 1984, when it passed to IMSA regular Jim Torres. Although Torres initially competed with the car still in 935 K3 guise, from 1985 onwards he opted to convert the car to IMSA GTO specification, entering it as a 934 in 1985 and then somewhat cryptically as a "930S" in 1986 and 1987. During this time, he shared the car with Monte Shelton and Werner Frank, its most noteworthy result being 6th in the 1986 Portland 300 KM.

## HISTORIC RACING CAREER

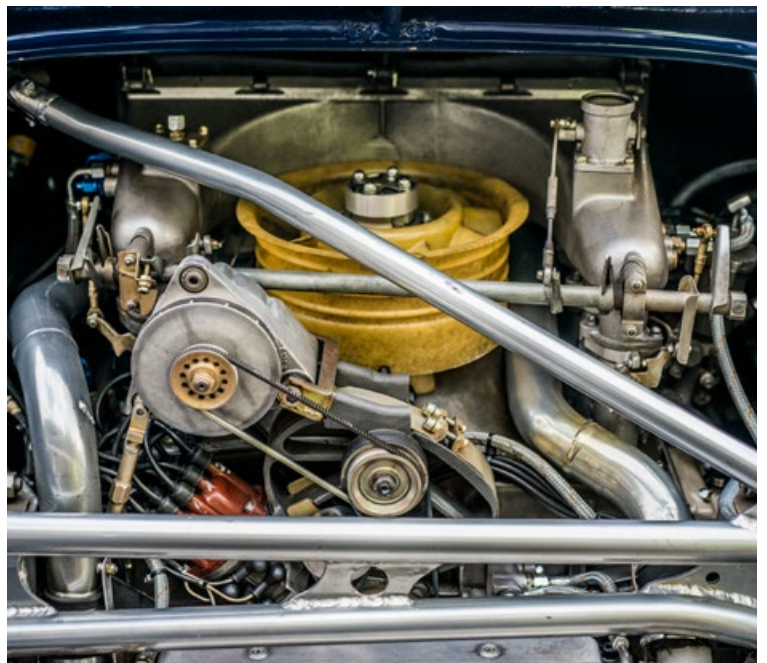
Following the conclusion of its illustrious contemporary career, 009 0005 remained with Torres until 2000, when it was purchased by noted Porsche collector Steve Goldin. It was in his ownership that Renngruppe Motorsports of Lexington, North Carolina were instructed to carry out a full restoration of the car, at the same time reinstating the iconic Roy Woods/Racing Associates Coca-Cola livery. In late 2012, the car was purchased by the vendor in whose ownership the car returned to Europe for the first time since its illustrious final appearance at Le Mans exactly 30 years earlier.

In its present ownership, the car has competed extensively and successfully in European Classic Endurance Racing, including participating in the 2014 and 2018 editions of the Le Mans Classic, for which it won its class at the latter event, and other Peter Auto-organised races such as the Spa Classic, Imola Classic, Monza Historic, and Dix Mille Tours at Paul Ricard. Throughout this time, 009 0005 has been tended to by renowned French historic racing team Equipe Europe, who also carried out a complete restoration of the car prior to its appearance at Le Mans Classic in 2018.





As a veteran of seven Sports Car Classic appearances, and having been driven by the likes of Bell, Haywood, Rahal, and Redman, there can surely be few more distinguished customer-specification 935s than this. Resplendent in its evocative 1981 Sebring livery and perfectly encapsulating the raw power and awe-inspiring performance of the Group 5 era, 009 0005 offers a wealth of possibilities for any prospective owner. As it stands, it is eminently eligible for the Le Mans Classic, Monterey Historics, and any number of historic racing events the world over, where it wouldn't simply be welcome, but also highly competitive.





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## 1955 Jaguar XK 140 M Roadster

CHASSIS NO. **S 810416**  
ENGINE NO. **G1461-85**

**\$100,000 – \$120,000**

OFFERED WITHOUT RESERVE

Believed to be one of 3,350 XK 140 Roadsters built from 1954-1957

Beautifully restored example finished in red over tan

Numerous drivability upgrades for reliable touring including a five-speed gearbox

Accompanied by Jaguar Daimler Heritage Trust certificate

From 1948 through 1954, the brilliant XK 120 established Jaguar at the forefront of sports car manufacturers, with its graceful lines and impressive performance. While approximately 12,000 XK 120s were built, its original design, though sound, could easily be improved and updated. The resulting XK 140 arrived in late 1954, with a comprehensive list of improvements designed to maintain Jaguar's appeal—especially in the all-important U.S. market. In all, some 3,350 XK 140 Roadsters were built from 1954 to 1957.

This 1955 Jaguar XK 140 offered here left the factory as an SE example, or "M" (for modified) as they were referred to in the United States. It left the factory originally finished in Cream over Black with a French Grey convertible top. It was dispatched on 15 December 1954 and was distributed through Hoffman in New York, New York. The car's first owner was a J.C. Wieland. It should be noted that the JDHT certificate on file notes that the car was not fitted with a C-Type cylinder head when new.

Fully restored today and said to have once been part of the legendary Blackhawk Collection, it is presented here in a gorgeous red over biscuit leather. It is fitted with dual exhaust, wire wheels, fog lamps, and windshield washers. Drivability upgrades include a five-speed transmission conversion, disc front brakes conversion, an alternator with a generator look, a new gear reduction starter, and an aluminum radiator with an auxiliary electric fan. The original transmission, radiator, as well as the front

brakes and hubs, are included with the car, making a return to factory-spec possible should the new owner so desire.

This stunning XK 140 has been enjoyed on two rallies of approximately 1,000 miles each, most recently in the fall of 2017, underlining the car's reliability and performance. The car was

serviced specifically for spirited touring and enhanced reliability, with service receipts included in the history file. Also included with the sale is a new tonneau cover. Beautifully presented, this Jaguar XK 140 will make an ideal partner for future long-distance rallies or simply cruising in style.





264

## 1957 Ferrari 250 GT Coupe

COACHWORK BY BOANO

CHASSIS NO. 0667 GT  
ENGINE NO. 0667 GT

**\$775,000 – \$900,000**

Please note that this lot is titled  
as a 1958.

One of fewer than 80 steel-bodied 250 GT coupes produced by Carrozzeria Boano between 1956-1958

Formerly owned for 43 years by enthusiast Robert Youngdahl

Retains its numbers-matching V-12 engine

Benefits from an award-winning, concours-grade restoration completed in January 2016



Enzo Ferrari's passion may have been racing cars, but by 1950, he had begun to accept that exclusive road cars were needed to finance the company's growing competition efforts. Early Ferraris for the street were built in very small numbers, usually to special customer order, with little attempt made at standardization. A significant change occurred in 1954, when the Pinin Farina-designed 250 Europa debuted in Paris. It was Ferrari's first true production model and would form the foundation for all future Ferrari 250 models. These included the second series 250 Europa GT, again designed by Pinin Farina.

At the time of the second series' unveiling, Pinin Farina was in the process of building a new, much larger production facility and did not yet have the space to build the larger quantities of cars that Ferrari was requesting. Accordingly, in 1954 the 250 GT

coachbuilding contract was handed over to the newly established Carrozzeria Boano, headed by the former chief of Carrozzeria Ghia, Mario Felice Boano. Boano executed his rival's design faithfully, with one exception: he erased one of Farina's styling signatures, smoothing out an "aggressive" haunch over the rear wheels, giving the finished Ferrari a stronger and lower beltline in the process. Over a two-year production run, an estimated 68-80 of these aptly named "low roof" coupes, most wearing steel bodywork, were completed.

The Boano coupe offered here, chassis number 0667 GT, was completed in April 1957. According to marque historian Marcel Massini, this car was delivered new to Milan, and shortly thereafter arrived at a diplomatic mission in Guatemala—presumably the Italian Consulate in Guatemala City for use by the fortunate staff.

In 1969 the Ferrari was purchased from British dealer Brian Classic by Robert L. Youngdahl, owner and founder of Concrete Forms Engineers in St. Paul, Minnesota, and a resident of nearby Prior Lake. Mr. Youngdahl was a well-known gentleman racing driver, who most actively drove a variety of fascinating cars at tracks both in Minnesota and near his winter home in Florida. After executing a rebuild of the car's Colombo V-12, fitting new brakes, and sourcing a new clutch plate for the transmission, Youngdahl added this attractive Boano coupe to

his active racing roster. Known for his prowess on the track, he regularly drove this 250 GT in competition, most notably at the Brainerd SCCA 100 Miles at the former Donnybrooke Speedway in Brainerd, Minnesota, on 16 June 1978. The car remained in Mr. Youngdahl's ownership for many years; certainly, he got his money's worth out of the Ferrari, having paid only \$1,900 USD for it in 1969. In 2008, Youngdahl and this handsomely patinated 250 GT were documented, at length, in Kris Palmer's book, *Survivor: The Unrestored Collector Car*.







In 2012, Mr. Youngdahl passed and the car was thusly acquired from his estate by the previous owner as a rust-free, example that had never had a complete, professional restoration. Shortly thereafter, this Boano coupe was sent to Italy, where several noted marque specialist shops were retained to furnish the car with its first complete and professional restoration. The paint was carefully stripped, revealing a body underneath that was in very good condition. In the course of the nut-and-bolt restoration of this car to its original condition, the electrical system was replaced by Gatta and the upholstery by Luppi, both of them renowned classic Ferrari experts from Modena. The restoration of the car's distinctive Boano bodywork was similarly handled with tremendous skill by Italian artisans.

More recently, the Ferrari received a no-expense-spared engine rebuild by noted specialists Frank Buonanno and Matt Carfo at Black Horse Garage in Bridgeport, Connecticut, in January 2016. The very next month, it took home a Best-in-Class award from the Boca Raton Concours d'Elegance. In January 2017, 0667 GT was exhibited by the consignor at Cavallino XXVI in Palm Beach, Florida. In October 2017, the vehicle returned to Black Horse Garage to receive its present, stunning dark blue and silver paint scheme.

Since 1969, this eminently attractive and rare 250 GT Boano coupe has benefitted from the careful custodianship of just three owners. Having been treated to an award-winning restoration and full engine rebuild, it remains a prime example of one of Ferrari's most successful early production models.



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## 1929 Alfa Romeo 6C 1750 Super Sport

CHASSIS NO. 0312901  
ENGINE NO. 0312901

**\$800,000 – \$900,000**

One of just 121 Super Sport examples produced; a unique and desirable survivor with known history since new

Retained by Dr. Hugh Gearing of Johannesburg, South Africa for nearly 60 years

Powered by its numbers-matching 1.75-liter, straight six-cylinder supercharged engine

Benefits from a complete mechanical restoration by Automotive Restorations, Inc. of Stratford, Connecticut

Documented by marque historians John de Boer and Simon Moore, with recent important discoveries thanks to assistance from Patrick Gearing and Corrado Bellabarba



In 1929, Alfa Romeo introduced the 6C 1750 Super Sport (SS) and it featured an improved 1.75-liter straight-six cylinder engine, finned intake manifold, twin-camshafts, and an optional supercharger mounted upon a shortened 108-inch wheelbase. Only 121 Super Sport examples were produced in 1929. The model quickly proved to be one of Alfa's most popular, expensive, and successful creations.

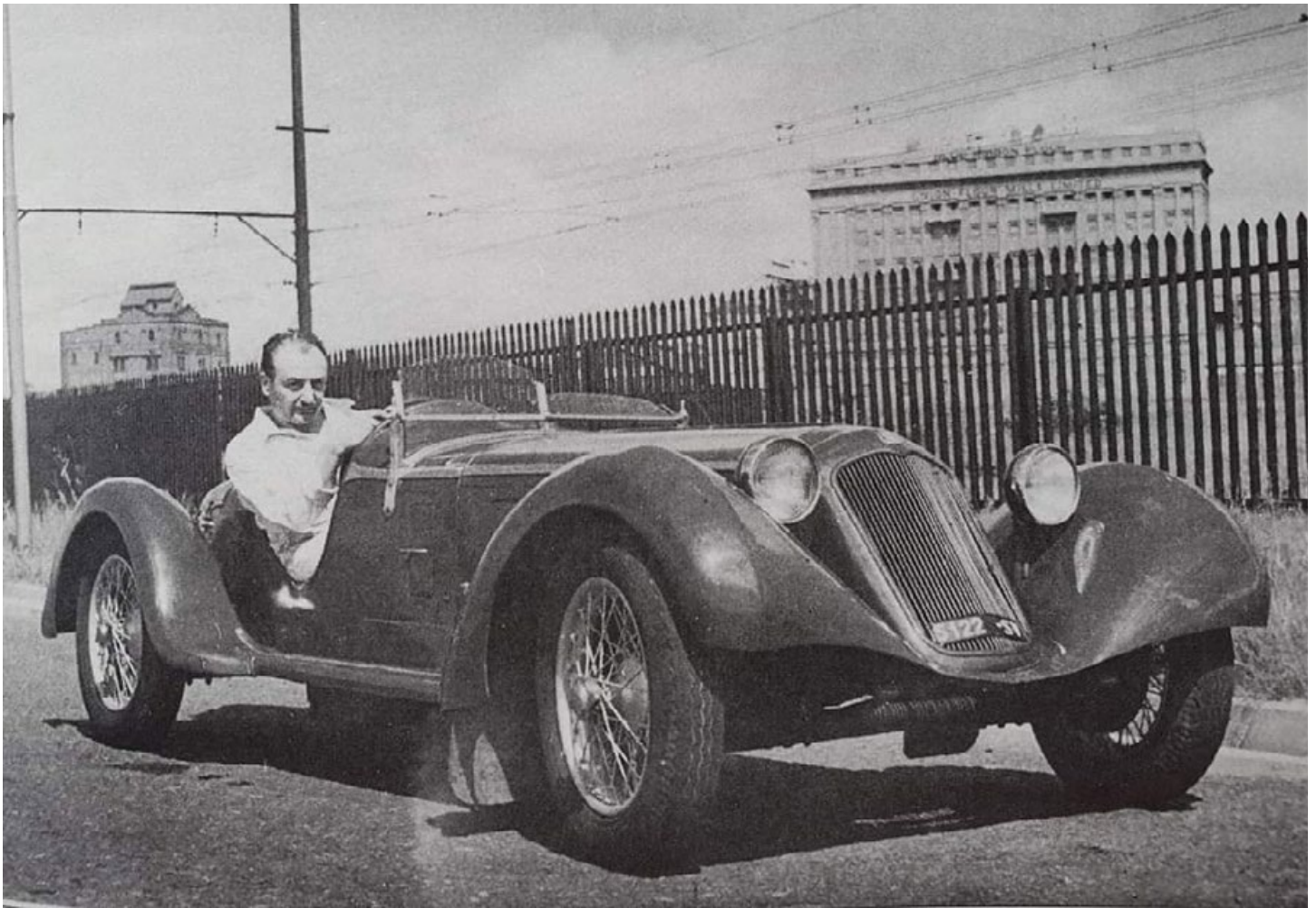
#### **CHASSIS NUMBER 0312901**

The Genoese industrialists Alfredo and Tito Nasturzio were early "VIP" customers for Alfa Romeo. Apart from various six-cylinder cars, the Nasturzio brothers owned a pair of very early 8C 2300 Zagato spiders, followed by a pair of road-equipped Monzas, and even single-seater Tipo Bs fitted with wings and lights and used as road cars.

Chassis number 0312901 was sold new on 13 May 1929 to Alfredo Nasturzio via Genoese dealer Eraldo Diana for the princely sum of 75,000 lire. Seventeen months later, Alfredo sold 0312901 to Tito, and by June 1931 the Nasturzio brothers had moved onto a pair of 5th series Gran Sports. At this time, Tito Nasturzio sold the car to Gio Batta Barilaro. By December, the car passed to Rosalino Arzani of Diano Marina on the Ligurian Coast, who registered it under the Imperia provincial plate IM 2483.

On 15 September 1932, the Alfa Romeo was sold to Gio Batta Cavallino in Savona (registered SV 2550), but within a month had passed to Genoese resident Attilio Patroni. It was then sold in August 1933 to Giovanni Caviglia who had the car for three years. By July 1938, the Alfa Romeo returned to Savona with Ercole Bonfiglio and was registered as SV 5122. Ownership then passed to Gianni Vallero of Durban, South Africa on 30 January 1939. Italian registration records end with a declaration of export on 30 May 1942, long after the car had sailed to the Southern Hemisphere.





The earliest known photograph of 0312901 in South Africa still wearing its Italian registration number.  
*From the Italian Consulate in Durban, South Africa, courtesy of Patrick Gearing*

## FROM ITALY TO SOUTH AFRICA

A previously unseen 1939 photograph of the car wearing its Savona registration plate was recently discovered in a publication from the Italian Consulate in Durban, South Africa. This important finding allowed this Alfa's early history to be properly traced back to its original sale record. The newly discovered Italian ownership records were secured by Simon Moore and Corrado Bellabarba and are available on file.

The present coachwork is presumed to be a period replacement furnished by an Italian coachbuilder circa 1938, quite possibly Carrozzeria Aprile of Savona. Marque historian John de Boer wisely notes that this unique, doorless design and steel construction indicate it was purpose-built for spirited driving on public roads, not sanctioned racing. In the 1930s, the rules of most sports car

competitions stipulated the presence of at least one door. At any rate, the first South African owner acquired this 6C 1750 SS fitted with its current body, supercharger, and a dark red exterior. In 1950, the Alfa Romeo was acquired by Dr. Hugh Gearing of Johannesburg—with whom it would remain for the next 60 years.

Gearing regularly entered this 6C 1750 SS in local hill climbs and rallies, where it proved a supremely capable competitor on the demanding landscape surrounding Johannesburg. On one occasion in 1992, it was loaned to the great Juan Manuel Fangio to drive at an event hosted by Pirelli on the Kyalami Circuit. Hugh's son Patrick recalls the event fondly, remarking "Good thing dad was racing the car at that time and it was fully prepared, because – albeit a demonstration – Fangio didn't hang about. One of the car's intrinsic memories for me is the smile on Fangio's face when he clambered out and simply said to my dad: 'Bella macchina.'"

## BELLA MACCHINA

Having just recently left the Gearing estate, chassis 0312901 was then acquired by the consignor in November 2012 and submitted to Automotive Restorations, Inc. of Stratford, Connecticut for a complete and accurate mechanical restoration. This restoration is documented by a compendium of invoices on file which illustrate a thorough sorting of the car's needs. The staff of Automotive Restorations, Inc. provided a complete rebuild the car's numbers-matching 1.75-liter engine. Meanwhile, specialists from David L. George Historic Motorcars of Cochranville, Pennsylvania, were commissioned to execute the rebuild of the supercharger.

Previous inspection by de Boer in 2012 notes that 0312901's engine features a later-series Memini carburetor, and is paired to a four-speed manual gearbox of the period—though also of a later series; these components are believed to have been common, early improvements which were already present on the car when Gearing acquired it.

When submitted to the 2015 Elegance at Hershey Concours, the consignor's effort immediately proved a worthwhile expenditure as this 6C 1750 SS was crowned the "Most Elegant Sports and Racing Car" in attendance. In September 2017, this stunning 6C 1750 was awarded "Best in Class" in the "Pre-World War II Coachbuilt" category at the Lime Rock Park Historic Concours. Later that same month, the Alfa again proved an award-winning entrant when it was anointed with "Best in Italian Class" honors at the Boston Cup.

With its black exterior over a cognac leather interior and perched upon matching black wire wheels—this car presents a stunning countenance worthy of display at the world's finest concours and historic motorsport events. Its interesting specification, unique bodywork, long-term ownership, and complete, award-winning restoration are all equally desirous facets of this Alfa Romeo's continuing appeal.



*Courtesy of Patrick Gearing*



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## 1965 Shelby GT350

CHASSIS NO. SFM 5S053

**\$350,000 – \$375,000**

Highly desirable early “double-digit” GT350

Sold new through the legendary Tasca Ford in East Providence, Rhode Island

Upgraded with a five-speed manual transmission; T-10 four-speed included

Documented in the SAAC registry

The GT350 offered here, chassis number SFM 5S053, is an outstanding example of a true automotive legend. Starting with Ford’s already exceptional “K-Code” Mustang fastback, Carroll Shelby and his team at Shelby American stocked the GT350 with numerous suspension upgrades, improved safety equipment, and provided the engine with approximately 35 more horsepower than the standard Ford “Hi-Po” 289 V-8. To this day, the GT350 remains an ever-popular choice for vintage racing and touring events around the world.

Chassis 5S053 is one of the earliest examples produced and known as a “two-digit” car. The early GT350s, numbers 015–113, were the group of cars produced for homologation for SCCA racing. Additionally, given the early production sequence, this example benefits from the trunk-mounted battery, which appears (approximately) on serial numbers 001–338. In addition to the relocated battery, the early production cars benefit from unique features, including their fiberglass hood design and construction.

According to the SAAC Shelby Registry, 5S053 was received by Shelby American on 23 December 1964; Shelby completed the car on 17 March 1965. It was shipped just three days later, on 20 March 1965, to Tasca Ford Sales, Inc. of East Providence, Rhode Island. The Shelby Mustang’s first owner was David A. Sartrys of nearby Bristol, Rhode Island, who traded in a 1961 Chevrolet Corvette. The car then spent time with several owners in Maine, Connecticut, and Maryland before finding a new home in St. Clair Shores, Michigan, in 1984. It is under

this owner, Robert Varcoe, that the car is believed to have been comprehensively restored, leading to a 2nd-place finish at the Shelby American Automobile Club (SAAC) concours in Dearborn, Michigan, in early July 1986. Subsequent owners are documented in the SAAC registry. It was acquired by its current custodian in August of 2018. It was serviced by Legendary Motorcar at the end of 2019; work included installation of a new starter, starter relay, starter solenoid, new coil, and a transmission rebuild, the latter of which was subtle.

Despite debuting more than 50 years ago, the GT350 remains a dramatic and visceral driving experience. There is nothing subtle about the car; it is designed to go fast, handle well—and of course, to look good while doing both. GT350 5S053 is certainly no exception to this long-established rule. It presents in beautiful condition throughout and remains overwhelmingly original. It retains its correct engine block, heads, timing covers, and carburetor, as well as the proper date-coded GT350 fenders. Though an upgraded five-speed transmission is currently fitted in the car, the correct aluminum T-10 transmission is included with the sale.





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## 2005 Ford GT

CHASSIS NO. 1FAFP90S45Y400282

**\$450,000 – \$650,000**

Formerly part of the Always Evolving Collection of Paul Walker and Roger Rodas

Finished in the stunning shade of Mark IV Red; “three-option” example

One of only 14 Mark IV Red stripe-delete GTs built for 2005

2,556 miles from new at time of cataloguing

Currently rides on ADV.1 wheels; factory optional forged alloy BBS wheels are included





Introduced in 2005 as a stylistic and performance homage to the legendary Le Mans-winning GT40s of the 1960s, the Ford GT featured absolutely stunning performance, the likes of which had not been seen from a production car built in Detroit. Powered by a 5.4-liter DOHC V-8 engine featuring a Lysholm twin-screw supercharger, the GT is rated at 550 horsepower and 500 pound-feet of torque. The engine is paired to a Ricardo six-speed manual transmission featuring a helical limited-slip differential. This driveline allows the Ford GT to achieve a 205-mph top speed and a 0-60 time of only 3.3 seconds. These extraordinary performance figures put the car in competition with other supercars of its time, such as Porsche's Carrera GT and the Mercedes-McLaren SLR.

This stunning 2005 Ford GT was assembled on 11 November 2004. It left the factory finished in Mark IV Red, stripe-delete. For 2005 Ford produced only 2,022 examples of the GT; of those, only 14 were finished in Mark IV Red and stripe-delete. A "three-option" example, it was originally equipped with red-painted brake calipers, lightweight forged alloy BBS wheels, and the upgraded McIntosh radio. According to the window sticker, the car was sold to Beechmont Ford in Cincinnati, Ohio.



This GT was part of the Always Evolving Collection from 2011 to April 2014. Founded by Paul Walker and Roger Rodas, the Always Evolving Collection was based in Santa Clarita, California; most of the cars were sold off in the months following the tragic accident. The car was purchased by the current owner in 2018 and, over the course of its 16-year life, it has covered 2,556 miles.



All of the modifications to the car were done while it was part of the Always Evolving Collection, including a polished Whipple supercharger, an Accufab throttle body, a custom tune, Penske Racing shocks and coilovers, and an aftermarket exhaust. The GT currently rides on ADV.1 wheels wrapped in Michelin tires, giving it an updated look. It should be noted that the optional forged alloy BBS wheels with Goodyear Eagle F1 tires are included in the sale, along with original shocks and springs. This example is accompanied by its window sticker, certificate of authenticity, and air compressor. The car remains just as it was during its time in the Always Evolving Collection and retains its AE decals on the rear and side windows.

With its heritage-inspired design and extraordinary performance, the Ford GT has remained highly sought after in the collector car market, and revered by many as one of the last great “analog” supercars. Once part of the Always Evolving Collection of Paul Walker and Roger Rodas, this rare stripe-delete variant with subtle performance modifications is sure to draw attention anywhere it goes.







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## 2012 Lexus LFA

CHASSIS NO. **JTHHX8BHX1000052**  
SERIAL NO. **LFA 054**  
ENGINE NO. **1LR 0001556**

**\$500,000 – \$700,000**

Finished in Metallic Silver over exclusive black and red leather interior  
552-hp, 4.8-liter V-10 engine; Aisin six-speed automated manual transmission  
Under 3,850 miles indicated at time of cataloguing

The 54th of 500 total LFAs produced between 2010 and 2012;  
one of just 26 examples clad in Metallic Silver

Delivered new via Lexus of Austin, Texas; original MSRP of \$380,000



The Lexus LFA came about as the pet project of Toyota CEO Akio Toyoda, who, after years of producing relatively anodyne road cars, wanted to build a supercar to challenge those being offered by the likes of Ferrari, Porsche, and Lamborghini. The project's development phase became excruciatingly lengthy, but when it was finally unveiled at the 2009 Tokyo Motor Show, it was immediately clear that the marque had produced something truly remarkable.

The highlight was the 4.8-liter V-10 engine, co-developed with Yamaha and built in the same facility as Toyota Racing's F1 V-10s. The block is a space-age blend of aluminum, magnesium, and titanium alloy, which made it smaller than an equivalent V-8 and lighter than an equivalent V-6. The supremely advanced internals permitted for razor-sharp throttle response, allowing the V-10 to rev from idle to 9,000 rpm in just six-tenths of a second. The LFA's instrument cluster is all-digital, solely because no analog tachometer could keep pace with the engine's ability to gain and lose revolutions. This miraculous powerplant is mated to a lightning-quick six-speed automated sequential manual transmission. The LFA's unique exhaust note is unrivaled among modern supercars, and is undoubtedly worth the price of admission.



With its radical styling and howling V-10 engine, the LFA exudes automotive awe. One of its great achievements lies in its construction. The LFA has a curb weight of just over 3,200 pounds with a near-perfect weight distribution of 48:52 thanks



to the liberal use of carbon fiber reinforced plastic, aluminum, magnesium, and titanium alloys. The 500-example production run lasted from late 2010 to 2012, with all examples labeled as 2012 products; overall, 436 “standard” LFA’s were produced in conjunction to 64 “Nürburgring Package” examples.

This stunning LFA offered here is serial number 54 of the 436 “standard” examples produced, and one of just 26 clad in a Metallic Silver exterior. Completed in January 2011, it was delivered new to Lexus of Austin, Texas with an original MSRP of nearly \$380,000 USD. As with each LFA, the cabin is a completely bespoke affair. This particular example was specified with a combination of red and black leather upholstery, black stitching, black alcantara headliner, red floor mats over black carpeting, and gloss carbon fiber accents with black-anodized magnesium trim. This vibrant suite of interior appointments ties in very well with the car’s exterior paintwork, red brake calipers, and polished 20-inch wheels.

This LFA is now accompanied by its service records, original car cover, carbon fiber Tumi luggage, delivery documents, manuals, keys, and even its original, serialized laser-cut crystal sculpture with cradle. Presented today with under 3,850 miles at the time of cataloguing, this uniquely-specified LFA is a tremendous example of a model unlikely to be replicated ever again. The LFA’s stunning performance, astounding drivetrain capabilities, exotic construction, and sharp styling have all contributed to its enduring mystique and collectability.







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## 1966 Iso Grifo GL Series I

COACHWORK BY BERTONE

CHASSIS NO. GL 640067

**\$375,000 – \$475,000**

Please note that this lot is titled as a 1967.

One of only 413 Iso Grifos built

Single-family ownership for the last 42 years

Beneficiary of a stunning restoration completed in 2021

327 cu. in. V-8 engine; four-speed manual transmission with Hurst shifter

Beautiful Italian styling and muscular American performance

By war's end, as Italy re-tooled for peace, Rivolta turned to the manufacture of motorcycles, scooters, and tricycles. Amongst these were the Furetto, the Isoscooter, and the Isocarro. By the 1960s, Rivolta embarked on performance car manufacture bringing in some of Italy's top talent to create a car. Giotto Bizzarrini was brought on board for his engineering prowess. At the time, he was best known for having served as Ferrari's Chief Engineer and was a part of the development of the renowned 250 GTO. He would later work with Lamborghini developing the V-12 heart of the Miura, an engine that would remain

in production in some form for over four decades. Giorgetto Giugiaro was brought on to design the car, with prior experience having worked for design houses Ghia and Bertone, the latter of which would be contracted to build the car's coachwork. Together, this powerhouse of Italian automotive talent created the Iso Rivolta, which was introduced at the 1962 Torino Auto Show.

As a follow up, the Bizzarrini-Giugiaro-Bertone team came up with the Iso Grifo in 1963. The Grifo A3/L utilized Chevrolet power components and was considerably more streamlined than

the Rivolta. It would later be joined by an A3/C competition version. The cars were driven by the Borg-Warner "top-loader" four-speed, also as used in the Corvette, although a five-speed ZF gearbox was offered late in the series. Production of the Iso Grifo continued into the late 1970s, by which time larger Ford V-8s became available. The cars featured a De Dion rear axle with inboard brakes, a design that reduced the unsprung weight compared to a traditional live axle and is considered an excellent alternative to an independent rear suspension. In total, just 413 Iso Grifos of all configurations were built.



This 1966 Iso Grifo GL Series I has remained under single-family ownership for the last 42 years. The car has benefitted from a stunning restoration that was completed in 2021. Bodywork was addressed on a rotisserie; mechanical work addressed by Don Ashmore; and paint, interior, and electrical completed by Of Wire and Metal in Temecula, California. It is finished in a deep shade of red accented nicely by chrome trim and bumpers. It rides on knock-off wheels wrapped in Pirelli tires. This Series I example is powered by a Chevrolet 327 cu. in. V-8 engine backed by a

four-speed manual transmission with Hurst shifter. The interior is completed in tan leather with bucket seats and leather-wrapped center console. It features a wood-grain dashboard which houses Veglia Borletti instrumentation, clock, and a modern radio unit. The original radio is included with car. A wood-rimmed steering wheel with Iso center cap completes the beautifully trimmed interior. Amenities include power windows, and power brakes. This unique blend of sleek Italian design and unrestrained American power make the Iso Grifo an attractive proposition.





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## 1977 Ferrari 308 GTB

CHASSIS NO. **20405**  
ENGINE NO. **02155**

**\$120,000 – \$150,000**  
OFFERED WITHOUT RESERVE

One of Ferrari's most famous and recognizable designs

One of 2,185 examples produced between 1976-1980

Finished in wonderful color combination of Azzurro Metallizzato over cream leather

Capable 3.0-liter V-8 engine paired to a gated five-speed manual transmission

Comprehensively refreshed in preparation for sale

The Ferrari 308 GTB was launched at the Paris Motor Show in 1975 and superseded the Dino 246 GT as Ferrari's mid-engined sports car offering. It was an instant hit; a tempting combination of curvaceous bodywork, courtesy of Fioravanti of Pininfarina, and approachable performance thanks to a low curb weight and punchy V-8 engine. A sprint to 60 mph was dispatched in

6.6 seconds and top speed was the interesting side of 150 mph, with power coming from the all-new 237 horsepower F106AB V-8 engine, featuring dual belt-driven over camshafts for each bank and four twin-choke Weber 40DCNF carburetors.

This US-market example was constructed at Maranello in November 1976, and it is presently finished in the alluring color combination of Azzurro Metallizzato over a freshly reupholstered cream leather interior with black accents, and cream carpets. The 308 is, of course, powered by the desirable carbureted 3.0-liter V-8 engine and five-speed manual gearbox featuring Ferrari's classic gated shifter design. A single side mirror on the driver's door is yet another distinguishing feature of this relatively early steel-bodied US-market car. Furthermore, a finned rear diffuser plate protects the car's factory quad-exhaust.

Since acquisition by the consignor, this 308 GTB has been fastidiously cared for by Blackhorse Motor Sports in Los Angeles. A compendium of recent invoices on file show that the engine was recently refreshed with a complete suite of consumables, hoses, gaskets, belts, tensioners, and seals in preparation for sale. Similarly notable undertakings include rebuilds furnished to the carburetors, SMOG pumps, A/C compressor, and rear suspension. Furthermore, a tremendous volume of the car's

aluminum moldings and engine components were replated to their correct, factory-style finishes. The reupholstery was executed by the well-regarded specialists at New Life Upholstery in Reseda. As presented today, the Ferrari sits on its correct set of staggered Campagnolo wheels which are wrapped in a brand new set of Michelin XWX rubber.

The 308 GTB is revered as one of the most enjoyable and approachable classic Ferraris. This enticing carbureted example, presented in its stunning color combination, is sure to provide enormous enjoyment for its next keeper.





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# 1959 Alfa Romeo 2000 Spider

COACHWORK BY TOURING

CHASSIS NO. **AR10204 00849**  
ENGINE NO. **AR00204 00796**

**\$175,000 – \$225,000**

OFFERED WITHOUT RESERVE

Please note that this lot is titled as a 1960.

Delivered new to Germany

One of just 3,443 examples produced between 1959 and 1961

2.0-liter, inline four-cylinder engine paired to a five-speed manual transmission

Benefits from a complete restoration to show standards

Retains its numbers matching engine per accompanying Alfa Romeo documentation

Alfa Romeo's 2.0-liter inline-four of the mid-1950s replaced its older 1.9-liter unit and helped bring the company back to prosperity in the years following World War II. While this engine first found its way into a four-door sedan, it also found a home in Carrozzeria Touring's lovely Spider, truly the darling of Alfa Romeo's lineup. Just over 3,400 examples of the 2000 Spider were produced between 1958 and 1961. The combination of low production, a knockout Touring body, and great driving dynamics make this model a highly sought-after choice for Alfa Romeo lovers today.

This exceptional 2000 Spider was completed on 18 September 1959 for immediate delivery



to its first owner in southern Germany. A German chassis tag confirms this attribution,

together with factory records sourced from Alfa Romeo's Museo Storico. The current owner acquired this Spider in 2005 from a collection of European sports cars in Orange County, California. The car was complete, but in need of restoration; it is believed to have made its way to Southern California during the 1960s.

The consignor, who has a particular affinity for other Touring bodied cars (also owning an alloy Lamborghini 350GT and an Aston Martin DB6), was then in the process of restoring a Ferrari 250 Cabriolet for concours exhibition.

As such, upon acquisition this Alfa was treated to an extensive, meticulous, multi-year restoration alongside the “big brother” Ferrari. Many of the same vendors were retained for body, paint and interior finishing executed to “open checkbook” quality. An additional Spider chassis was purchased in order source a bevy of nearly-impossible-to-obtain trim items for the example offered here. Simultaneous, complete restoration included mechanical components refurbished by Pat Ritz of Sports and Collector Car Service Center in Tempe, Arizona, with all brightwork entrusted to Christensen Plating of Los Angeles, California.

Unlike more common Alfa Romeo models, few pursue 2000 Spider restoration due to many unique parts unavailable new, requiring the challenging acquisition and refurbishment of original parts. From the tidy interior appointments and finishes, to the Marchal headlamps, its small yet impressive details could not be missed by the most discerning of *Alfisti*.

Observation of extant stampings show that this stunning 2000 Spider is powered by a numbers-matching twin-cam inline four-cylinder engine, as listed on the factory production documents.

Correct details abound, including fully restored original gauges, the correct factory steering wheel, and the numerous chrome trim details unique to Touring Spiders, all of which have been refinished to a fitting degree of elegance. This Alfa presently sits upon factory ten-hole wheels wrapped in period-correct Michelin XWX tires.

Now offered with a tool set and jack, this beautifully restored 2000 Spider would be a centerpiece of any Alfa Romeo collection—an open-air grand touring car with pedigree reminiscent of *la dolce vita*.





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## 1973 Jaguar E-Type Series 3 V-12 Roadster

CHASSIS NO. **UD 1S 22854**

**\$120,000 – \$160,000**

OFFERED WITHOUT RESERVE

A remarkably original, award-winning Series 3; among the most acclaimed extant examples  
Finished in its factory-correct Signal Red over biscuit leather; black soft top  
5.3-liter V-12 engine and four-speed manual transmission  
Retained by the previous owner from late 1975 until early 2021  
Fewer than 28,500 original miles at time of cataloguing  
Winner of more than 20 marque concours awards

After years of testing and development, Jaguar introduced its first production V-12 to the market in 1971. The new 5.3-liter V-12 was the first mass-produced V-12 to come to market in over 20 years, and Jaguar's first new engine since the debut of the post-war XK 120 in 1948. Fittingly, it was deployed in the final evolution of the E-Type—a car that had done so much to cement Jaguar's enviable position as a premier marque.

The 1973 Series 3 Roadster offered here is perhaps the most acclaimed and eminently presentable extant example of those 6,102 left-hand drive Roadsters produced between

March 1971 and February 1975. Completed in June 1973, this Signal Red over biscuit leather chassis was delivered new to British Motor Car Distributors in San Francisco, California. An accompanying order sheet lists a four-speed manual transmission, turbine wheels, and whitewall tires at a cost of \$8,653 plus delivery.

The car was sold new to Frank Martin, then Vice-President of his eponymous company—a successful enterprise (still in business) which maintained offices in San Francisco and had their headquarters in Seattle, Washington. Martin kept this E-Type in Seattle under a

Washington registration, although service invoices also suggest it was taken down to San Francisco at least twice. In October 1975 Martin sold the car to Brian Wagner, also of Seattle, then indicating just shy of 12,000 miles. Shortly thereafter, this Jaguar was acquired by the previous owner, with whom it would become one of the most decorated representatives of the E-Type's esteemed pedigree. Interestingly, the car has retained its original "1FS104" license plate since new.

Between August 1977 and November 1989, this E-Type claimed over 20 marque concours awards in sanctioned JCNA events across

the Pacific Northwest. It was, quite simply and undoubtedly, the most renowned example exhibited in the Western United States during this period.

Historic imagery shows that the consignor presented the car with its original turbine wheels until some point in 1982, whereupon they were stored away and wire wheels were fitted. A particular highlight of the car's extensive history file is a 1982 photo of Jaguar legend Lofty England presenting the consignor with one of many Best in Class awards. This moment is particularly interesting as Mr. England played a critical role in developing the 5.3-liter V-12 engine found in the Series 3

E-Type—in fact, he was CEO of Jaguar Cars when this chassis rolled off the assembly line.

Carefully maintained with a high degree of originality throughout, this award-winning E-type has been serviced by the previous owner since 1975, and as such has only rarely been sublet to marque specialists within the Pacific Northwest. The car is presently accompanied by many concours trophies, service invoices, historic imagery, literature, manuals, tools, boot cover, five original turbine wheels, spare biscuit upholstery set, and an extensive history file documenting its exhibition accolades, including judging sheets from the JCNA.





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## ◆ 1975 Porsche 911 Turbo Carrera

CHASSIS NO. 9305700098

**\$200,000 – \$240,000**

OFFERED WITHOUT RESERVE

German delivery example

Accompanied by a Porsche Certificate of Authenticity

One of only 274 examples built for the first year of 911 Turbo production

Internally dubbed the Type 930, Porsche's 911 Turbo brought race-worthy levels of performance to the road when it was first introduced thanks to its pioneering of turbocharged engines. At its heart was a 3.0-liter air-cooled six-cylinder engine boosted by a KKK turbocharger. With maximum pressure of .8 Bar, or about 11.5 psi, the engine developed an impressive 260 horsepower at 5,500 rpm and 253 foot-pounds of torque at 4,000 rpm.

With its voluptuous flared fenders to house new Fuchs wheels (seven inches wide at the



front and eight inches wide at the rear) and "whale-tail" rear spoiler, it looked like nothing else on the road and certainly performed like nothing else as well. A sprint to 60 mph from a standstill took about six seconds flat and if the driver had the courage to keep accelerating, its maximum speed would approach 160 mph.

According to the accompanying Porsche Certificate of Authenticity, this particular 911 Turbo was originally finished in Grand Prix White over a Black leather interior. Optional extras included front and rear bumpers,



Porsche script on doors in black, and Pirelli tires. Information provided in Ryan Snodgrass' *Turbo 3.0* shows that it was intended for the distributor Raffay & Co of Hamburg to be sold in its native Germany following factory completion in March of 1975, one of just 43 cars built that month.

The 911 Turbo was later imported to the U.S. via David Seabrook of DJS Motorsports in Del Ray Beach Florida. It was later registered to George Merjos of Virginia Beach, Virginia circa 1995, showing 68,000 km on its odometer. In 2000, the car was acquired by California Porsche Restoration of Fallbrook, California and was subsequently restored by them, with the restoration

work totalling to over \$145,000. At some point, the engine block was restamped and fitted with later-type 930 components, and the car's original gearbox was replaced.

These first-year 911 Turbos are the most sought after by enthusiasts and collectors for their purity, rarity, and their performance. Weighing just over 2,500 pounds, it is much lighter and less complex than its successors and offers tremendous performance. Over 45 years after leaving Stuttgart, this 930 Turbo will surely provide lots of thrills on the open road whilst holding its own against much younger performance cars at the same time.





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## 1956 Messerschmitt KR 200 Cabriolet

CHASSIS NO. 56986  
ENGINE NO. 2104822

**\$40,000 – \$60,000**

OFFERED WITHOUT RESERVE

Among the most successful and collectable of the postwar microcars  
Desirable Deluxe configuration; converted to a cabriolet during restoration  
A well-engineered three-wheeler with distinctive tandem seating  
Benefits from a comprehensive restoration completed 2020

Messerschmitt's delightful bubble-topped microcars came about due to the need for economical transportation following World War II—and, also, the fact that Messerschmitt was temporarily banned from the production of aircraft following the cessation of hostilities. In 1952, Messerschmitt was approached by aircraft engineer Fritz Fend, who had designed a three-wheel invalid carriage. Fend had built about 250 of these Fend Flitzers through 1951, many of which were purchased by able-bodied people as simple transport.

Fend's deal called for assembly at Messerschmitt's factory in Regensburg,



Germany, with the vehicles carrying the Messerschmitt name. The first model was the KR 175, the KR signifying *Kabinenroller*, or “enclosed scooter,” and 175 for the metric displacement of its two-stroke engine. The improved KR 200 followed in 1955. This had a 10-horsepower, Fichtel & Sachs, 191-cubic-centimeter two-stroke engine, an improved canopy, and a revised suspension. To reverse, the engine was merely re-started in the other direction, providing four speeds backward as well as forward.

That year, a modified KR 200 was run for 24 hours at the Hockenheimring racetrack,

setting 22 international records for three-wheel vehicles. Messerschmitt returned to the aircraft business in 1956 and lost interest in the Kabinenrollers, so later assembly was carried out by Fend's own company Fahrzeug und Maschinenbau Regensburg, or F.M.R.

Built prior to the F.M.R. era, this 1956 KR 200 Deluxe sports the traditional Messerschmitt emblem and early "whisker"-style front trim. Acquired by the consignor in 2017 from a long-term owner in northern British Columbia, Canada, this car was in worn, but relatively rust-free, condition. It was the subject of a three-year restoration completed in 2020, with much of the work being completed at the consignor's collision shop; the job used parts sourced from the UK-based Messerschmitt Owner's Club, as well as interior kit from Netherlands-based specialist Nick Poll.

At this time, it was converted to a Cabriolet, a configuration introduced for the 1959 model year. With its black roll-away fabric top taking the place of the typical transparent dome, this correctly executed conversion should be especially appealing to those in warmer climates...and to drivers of above-average height.

Now finished in the correct two-tone black and red exterior over a red interior, this 1956 KR 200 Deluxe is an excellent opportunity to own and enjoy one of the most successful and highly regarded microcars of all time—and one of the most unique driving experiences offered on three wheels.



# GUIDE TO BUYING AT AUCTION

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- In the event of a final Hammer Price of US\$250,000.00 and below on all motor car lots, RMS will receive a Buyers' Premium of 12%.
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- Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% on the Hammer Price of those particular lots.

## TITLES/REGISTRATION DOCUMENTS

If the Buyer of a Lot(s) resides in an American state and, the purchased Lot(s) is titled in an American state, in an effort to ensure all titles are free and clear of liens or encumbrances, RMS manages the process of title reassignment on behalf of the Buyer. Buyers will receive titles in the mail as soon as possible following the auction with a target of a maximum of 20 business days following the auction; however, please note that for reasons beyond RMS' control, including any delays in lien releases by lien holder(s) and/or delays by Department of Motor Vehicles (or equivalent) in certain states, there are instances where the Buyer may not receive the title within 20 business days and, in those circumstances, RMS will work to provide the titles to the Buyer as soon as possible. A US\$75.00 administration fee or its equivalent in local currency of the auction location (US\$85.00 in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.



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## BIDDING INCREMENTS

Under normal circumstances, the auction estimate of the lot being auctioned off will determine the minimum increment the auctioneer will accept according to the following schedule. Please note that due to the nature of a live auction, it is at the auctioneer's sole discretion to accept bids outside of what is being asked for during the live auction.

ESTIMATE	MINIMUM INCREMENT
\$50,000	\$2,500
\$100,000	\$2,500
\$250,000	\$5,000
\$500,000	\$10,000

## LOT REMOVAL AND SHIPPING

Please work with our administration team post sale to finalize collection details and arrangements by end of day Monday, 16 August. Kindly note all lots must be removed from the auction premises no later than 16 August. **If the lot is not removed by this time, a removal fee of \$600 per vehicle and a daily storage fee of \$30 per vehicle per day.** Please note that it is the Buyer's responsibility to insure their purchased lot(s) whilst in storage, as insurance is the Buyer's responsibility once the lot is sold.

RMS strongly advises Buyers to make immediate arrangements for the collection and transport of purchased lots. It is the Buyer's responsibility to make their own arrangements, but RMS is pleased to offer our clients the services of the following preferred companies:

## DOMESTIC SHIPPING

Representatives from Reliable Carriers will be onsite to assist clients wishing to transport an automobile purchased at auction. For further information, please contact:



**Reliable Carriers, Inc.**

Contact - Bob Sellers

+1 413 537 3354

bsellers@reliable-carriers.com

## INTERNATIONAL SHIPPING

**CARS**

Contact - James Walker

+44 7908 645 852

james@carseurope.net

**Cosdel**

Contact - Sara Rider

+1 925 451 1136

sara@cosdel.com

## TRANSPORTATION CONTACTS

Please contact Mike Brablec or Donna Tomlinson should you require additional information pertaining removing lots or items after purchase, or any transportation inquiries.

**Mike Brablec**

+1 519 436 8765

mbrablec@rmsothebys.com

**Donna Tomlinson**

+1 519 352 4575

dtomlinson@rmsothebys.com

## INSURANCE

RMS' official insurance partner is Hagerty, the global leader in classic car insurance. Hagerty representatives will be available onsite for assistance. For more information, please contact:

**HAGERTY**

**Hagerty**

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# BIDDERS' CONDITIONS OF BUSINESS

## 1. Introduction.

1.1. Please ensure that you read and understand these Bidders' Conditions of Business ("Conditions of Business") prior to bidding on a motor car or any other lot ("Lot(s)") at this or any other RM Auctions, Inc. ("RMA") or RM Sotheby's ("RMS") auction (RMA and RMS together are "RM"). Even though the RM Conditions of Business are generally standardized, there are unique jurisdictional requirements and terms that may not apply to every auction, and it is each bidder in the auction ("Bidder's") responsibility to understand and review these Conditions of Business as they apply. By agreeing to these Conditions of Business, you are agreeing to be bound by these Conditions of Business for both RMS and RMA auctions. Please note that the Conditions of Business are subject to change from time to time and it will be posted on RM's website and catalogue, as the case may be. It is each Bidder's responsibility to apprise themselves of the Conditions of Business for each auction in which the Bidder wishes to participate. Bidders are encouraged to contact RM's Client Service department at clientservices@rmsothebys.com with any questions or concerns regarding these Conditions of Business.

1.2. RM's contractual relationship with the Bidders are governed by:

1.2.1. These Conditions of Business;

1.2.2. The Conditions of Business displayed on RM's website;

1.2.3. The Conditions of Business announced and displayed in the auction salesroom;

1.2.4. The Key to Lot Symbols and/or Legend referenced in the auction catalogue and/or Lot description on www.rmsothebys.com ("Website") as the case may be; and

1.2.5. In each case as amended by any salesroom notice, auctioneer's announcement at the auction, or website update.

(Clauses 1.2 to 1.2.5 together are "Contractual Obligations")

1.3. As auctioneer, RM acts as the agent for the relevant consignor of the Lot(s) ("Consignor"), and a sale contract is made directly between the Consignor and the winning Bidder (the "Buyer").

1.3.1. Occasionally, RM may own a Lot(s) (and, in such circumstances, acts in a principal capacity as the seller) and/or may have a legal, beneficial, or financial interest in a Lot(s) as a secured creditor or otherwise, in which case RM will disclose such interest with appropriate Symbols and/or Legend referenced in the auction catalogue and/or auction lot description on the Website.

2. **Bidder Due Diligence Responsibilities.** The Bidder is responsible for any and all due diligence including but not limited to inspections and verification of the (originality, character, features, condition, correctness, authenticity, history or description, statements made in reference to, or any and all other matters regarding any Lot(s) offered in an RM sale ("Bidder Due Diligence").

3. **All Sales Are "As Is" and "Where Is."** No warranties or representations of any type whatsoever are made by RM or any Consignor to the Bidder regarding any Lot(s) offered in an RM sale. Lot(s) descriptions, statements printed in catalogues or online content, pre-mailers, advertisements, brochures, signs, and window cards, as well as verbal statements made by Consignors, auctioneers or auction staff, are based on statements and historical files, if any, collected from the Consignor

and other third-party sources, and RM has no obligation to verify or authenticate any such statements. All Lot(s) are sold as is, where is, with no representations or warranties, expressed or implied. THE CONSIGNORS AND RM DISCLAIM ALL WARRANTIES, EXPRESSED OR IMPLIED, AS TO CONDITION, ORIGINALITY, OR AUTHENTICITY; ORIGIN OR PROVENANCE; PREVIOUS USE OR OWNERSHIP; MANUFACTURING OR RESTORATION PROCESSES; YEAR OR AGE; SERIAL NUMBER, MAKE, OR MODEL; OPTIONS AND TOOLS; ENGINE HOURS; AND MILEAGE OF ANY LOT(S) OR COMPONENT OF ANY LOT(S), AND THEY SPECIFICALLY DISCLAIM ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.

4. **Services.** RM may provide auction services including a sale facility, clerks, support staff, event advertising, and promotion. In connection with the auction, RM will have absolute discretion with regard to the Lot(s) or any RM auction as to (a) consulting any expert either before or after the sale, (b) researching provenance, (c) grouping and providing catalogue and other descriptions as may be appropriate, (d) marketing and promotion of the sale, and (e) any other services required to conduct the sale.

## 5. Registration Fee.

5.1. In order to register to bid onsite at auction, Bidders must pay a bidder registration fee as outlined below:

5.1.1. Up to a US\$400.00 bidder registration fee for RMS American auctions;

5.1.2. Up to a US\$200.00 bidder registration fee for RMA American auctions;

5.1.3. A €200.00 bidder registration fee for RMS Paris auctions;

5.1.4. A €200.00 bidder registration fee for RMS Monaco and Villa Erba auctions; and

5.1.5. A £150.00 bidder registration fee for RMS London, United Kingdom auctions.

5.2. Please note that the registration fees outlined in the clauses above are subject to change by any salesroom notice, auctioneer's announcement at the auction, catalogue update, or website update, and it is each Bidder's responsibility to apprise themselves of any changes to the registration fees.

## 6. Bidding at Auction.

6.1. To bid at the auction, a Bidder must satisfy any and all RM bidder registration requirements which include, but are not limited to (i) being at least 18 years of age; (ii) providing RM with a copy of a valid form of government-issued identification; (iii) providing RM with bank letter written on bank letterhead; RM may waive this requirement at its sole discretion; (iv) providing RM with a copy of a credit card; and (v) providing RM with copies of any and all required financial documents including, but not limited to, financial references, guarantees, deposits, and/or such other security, at RM's absolute discretion, as security for any bid (together "Bidder Registration Requirements").

6.2. Please note that even if a Bidder has satisfied and/or met some or all of the Bidder Registration Requirements for previous RM auctions, all Bidders will be required to satisfy and/or meet the Bidder Registration Requirements for the auction specifically prior to being accepted to bid.

6.3. If the Bidder does not satisfy and/or meet the Bidder Registration Requirements, RM, at its sole discretion, may not allow the Bidder to register to bid at the auction.

6.4. Once you have satisfied the Bidder Registration Requirements, you will be able to place bids against Lot(s) at the auction.

6.5. Once made, no Bidder may retract a bid made during the auction for any reason.

6.6. There is no "cooling-off period", cancellation, or rescission of bids.

6.7. If at the end of the auction, you are awarded the final bid on a Lot, ownership automatically changes hands at the drop of the auctioneer's hammer (or equivalent device or mechanism) or the close of the Lot ("Close of Lot"). At the Close of the Lot, you are now the legal owner of the applicable Lot(s) and are responsible for payment in full.

6.8. The Bidder is responsible for all risk of loss or damage and insurance immediately upon purchase of the Lot(s).

6.9. RM reserves the right to reject any bid. The highest Bidder acknowledged by the auctioneer will be the Buyer. The auctioneer has absolute and sole discretion in the case of error or dispute with respect to bidding and, the auctioneer and RM have absolute and sole discretion, whether during or after the sale, to determine the successful Bidder, to re-open the bidding, to cancel the sale, or to re-offer and re-sell the Lot(s) in dispute. If any dispute arises after the sale, RM's sale record is conclusive. At RM's discretion, RM will execute absentee bids and accept telephone bids and online bids via rmsothebys.com as a convenience to clients who are not present at auctions; RM is not responsible for any errors or omissions in connection with the calling, displaying, accepting, or rejecting of bids.

6.10. By participating in the auction, the Bidder represents and warrants that any bid placed by them, or on their behalf, is not the product of any collusive or other anti-competitive agreement and is otherwise consistent with applicable competition law.

6.11. If a Bidder would like an RM representative to bid on their behalf, they need to complete the corresponding RM Car Specialist as Agent Form attached as Attachment #1 to these Conditions of Business.

6.12. For further details on requirements to bid, please contact a client services representative at clientservices@rmsothebys.com.

7. **Purchase Price.** The purchase price shall consist of the following:

7.1. the Hammer Price (defined below) of the Lot(s), and

7.2. the applicable Buyers' Premium (defined below).

(Clauses 7 to 7.2 together are "Purchase Price")

## 8. Buyers' Premium.

8.1. In addition to the Hammer Price, the Buyer is required to pay RM a percentage of the Hammer Price as outlined below, which RM retains as the Buyers' Premium for the purchase of each Lot(s) ("Buyers' Premium").

8.2. RMS American auctions will have the following Buyers' Premiums:

8.2.1. In the event of a final Hammer Price of US\$250,000.00 and below on all motor car lots, RMS will receive a Buyers' Premium of 12%.

8.2.2. In the event of a final Hammer Price above US\$250,000.00 on all motor car lots, RMS will receive a Buyers' Premium of 12% on the first US\$250,000.00 and will receive a Buyers' Premium of 10% on the Hammer Price above US\$250,000.00.

8.2.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% on the Hammer Price of those particular lots.





# Restoration

## A REPUTATION FOR PERFECTION



## A WINNING TRADITION

Over the past 40 years, RM Auto Restoration has steadily grown and evolved into a widely recognized world-class restoration facility that has achieved unprecedented honors in the automotive restoration industry. Whether it's a complete body-off restoration, a partial restoration, or a cosmetic upgrade, our dedicated team of restoration perfectionists provides an unwavering commitment to delivering flawless work no matter the project.



[rmautorestitution.com](http://rmautorestitution.com)

# BIDDERS' CONDITIONS OF BUSINESS

- 8.3. RMA American auctions will have the following Buyers' Premiums:
- 8.3.1. RMA will receive a Buyers' Premium of 10% on all motor car lots.
  - 8.3.2. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMA a Buyers' Premium of 15% on the Hammer Price of those particular lots.
- 8.4. RM European auctions will have the following Buyers' Premiums:
- 8.4.1. In the event of a final Hammer Price of €200,000.00 and below on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
  - 8.4.2. In the event of a final Hammer Price above €200,000.00 on all motor car lots, RM will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first €200,000.00 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above €200,000.00.
  - 8.4.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RM a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 8.5. RMS London, United Kingdom, auctions will have the following Buyers' Premiums:
- 8.5.1. In the event of a final Hammer Price of £200,000.00 and below on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium).
  - 8.5.2. In the event of a final Hammer Price above £200,000.00 on all motor car lots, RMS will receive a Buyers' Premium of 15% (plus VAT on the Buyers' Premium) on the first £200,000.00 and will receive a Buyers' Premium of 12.5% (plus VAT on the Buyers' Premium) on the Hammer Price above £200,000.00.
  - 8.5.3. Buyers of all non-motor car lots, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing, are required to pay RMS a Buyers' Premium of 20% (plus VAT on the Buyers' Premium) on the Hammer Price of those particular lots.
- 8.6. For those Bidders utilizing the online service Live Auctioneers for any RM auction, in addition to the applicable Buyers' Premium, an additional 2% of the Hammer Price will be charged to the Buyer of a motor car lot, and an additional 3% of the Hammer Price will be charged to the Buyer of a non-motor car lot, including but not limited to memorabilia, motorcycles, boats, trailers, jewelry, and clothing.
9. **Taxes.** The Buyer is responsible to pay all applicable taxes, duties, tariffs, and any and all other government mandated costs associated with purchasing Lot(s) ("taxes"). Further, as mandated in multiple applicable jurisdictions, RM is required to remit taxes; as applicable, RM will outline the additional taxes on your invoice.
10. **No Legal or Tax Advice.**
- 10.1. This agreement is an important legal document. The Bidder acknowledges that the Bidder has had the opportunity to consult an attorney before accepting this agreement and has entered into this agreement after having the opportunity to consult with an attorney of their own choosing. Notwithstanding any references to any transactions or arrangements in this agreement, or any contemporaneous written, oral, or implied understandings of the parties relating to the subject matter of this agreement, RM has not provided legal or tax advice or tax planning services to the Bidder or for the Bidder's benefit in connection with the transactions contemplated by this agreement, and no one at RM has acted as the Bidder's attorney or tax advisor. As a condition of bidding at the auction, it is the Bidder's responsibility to satisfy themselves and comply with all applicable tax, duty, or any and all other payments associated with the purchase of a Lot(s) at the auction. A further condition of bidding at the auction is that the Bidder holds RM harmless from any and all tax or regulatory issues that arise due to Tax and Ownership Information (defined below) that RM provides.
- 10.2. In order to assist Bidders with this process, RM may provide information about the tax status of each Lot(s), as well as any ownership or registration papers that will be supplied with the respective Lot(s) ("**Tax and Ownership Information**"); however, this information is being provided merely to assist Bidders in their determination of their own tax and regulatory responsibilities.
11. **Expenses and Fees:** Expenses and fees as outlined in these Conditions of Business include, but are not limited, to transportation, duty, storage, insurance, and taxes (collectively "**Expenses and Fees**"). The Buyer will be required to pay the applicable Expenses and Fees to RM in addition to the Hammer Price and applicable Buyers' Premium in accordance with clause 12 (*Payment*).
12. **Payment.**
- 12.1. Subject to fulfillment of the Contractual Obligations, at the Close of Lot, the contract between the Consignor and the Bidder is concluded and irrevocable.
  - 12.2. The value of the last accepted bid upon the Close of Lot is the Hammer Price ("**Hammer Price**").
  - 12.3. Payment is due in full on or before 5:00 p.m. EST of the next business day ("**Payment Deadline**"), and payment is to be made to RM.
  - 12.4. RM American auctions will be conducted in United States Dollars and all payments are required to be made in United States Dollars. Further, all payments must be in the form of cash or certified funds unless other arrangements have been approved in advance. Cash payments will be reported according to U.S. federal government requirements.
  - 12.5. RM United Kingdom auctions will be conducted in Pound Sterling and all payments are required to be made in Pound Sterling. Further, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
  - 12.6. RM European auctions will be conducted in Euro and all payments are required to be made in Euro. Further, all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
  - 12.7. For any purchases under \$5,000.00 (or the currency in which the Lot(s) is offered for sale), the Bidder acknowledges and agrees that his/her credit card against which the CC Hold has been taken will automatically be used as the payment method for the Hammer Price of the Lot(s), applicable Buyers' Premium, and Expenses and Fees. Special payment arrangements can be made for multiple Lot(s) purchases, which the Bidder is welcome to discuss with an RM representative upon completion of the auction.
  - 12.8. For final purchases exceeding \$5,000.00 (or the currency in which the Lot(s) is offered for sale), all payments must be in the form of wire transfer unless other arrangements have been approved in advance.
- 12.9. RM is not obligated to release the Lot(s) to the winning Bidder until the Buyer has met all of the Contractual Obligations and paid the Purchase Price plus applicable Expenses and Fees.
13. **Non-Payment.**
- 13.1. In the event that the Buyer does not pay any portion of the Purchase Price and applicable Expenses and Fees by the Payment Deadline, the Bidder agrees to and acknowledges that RM has the sole discretion to do any one or any combination of the following:
    - 13.1.1. Cancel/rescind the sale of a Lot(s). If the sale is cancelled/rescinded due to non-payment, RM will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission.
    - 13.1.2. Assume the rights of the Consignor to pursue the Buyer for any amounts paid to the Consignor, whether at law, in equity, or under these Conditions of Business.
    - 13.1.3. Deduct the Purchase Price plus applicable Expenses and Fees from the Bidder's cash deposit and/or charge the Purchase Price and applicable Expenses and Fees to the credit card that the Bidder has provided. If the Bidder's cash deposit and/or credit card payment does not cover the Purchase Price plus applicable Expenses and Fees, in addition to other remedies available by law, RM reserves the right to impose, from the Payment Deadline until the full Purchase Price plus applicable Expenses and Fees has been made by the Buyer, a late charge of (1) the U.S. Prime Rate then in effect, as published by The Wall Street Journal ("**U.S. Prime Rate**") + 4.00% for up to the first 60 calendar days after the Payment Deadline and (2) the U.S. Prime Rate + 8.00% thereafter until the full Purchase Price plus applicable Expenses and Fees has been made by the Buyer on the:
      - 13.1.3.1. Purchase Price;
      - 13.1.3.2. Applicable Expenses and Fees;
      - 13.1.3.3. Any collection costs, attorneys' fees, and court costs incurred to enforce payment; and
      - 13.1.3.4. Other damages reasonably related to the Bidder's non-payment.
      - 13.1.3.5. Please note that the U.S. Prime Rate as outlined above will be adjusted daily to account for changes in the U.S. Prime Rate and may increase or decrease during the term of these Conditions of Business.
  - 13.2. In the event of a non-payment, the Buyer will INDEMNIFY, DEFEND (WITH RM'S SOLE CHOICE OF COUNSEL), AND HOLD RM AND ITS AFFILIATES HARMLESS FROM ANY CLAIMS, DEMANDS, LOSSES, EXPENSES, DAMAGES, COSTS, ACTIONS, AND LIABILITIES, INCLUDING WITHOUT LIMITATION TO COURT COSTS AND ATTORNEYS' FEES, OF WHATEVER KIND OR NATURE THAT MAY OR MAY NOT OCCUR, WHETHER KNOWN OR UNKNOWN, ON THE ACCOUNT OF, ARISING OUT OF, OR RELATED TO THE LOT(S), THE NON-PAYMENT, OR RM'S ACTIONS TAKEN IN ACCORDANCE WITH CLAUSE 13.1.
14. **Reserves.**
- 14.1. Lot(s) not marked as "no reserve" (or similar) are subject to a reserve set by the Consignor. When a Lot(s) is sold subject to a reserve, the auctioneer may bid on the Consignor's behalf in an amount not to exceed the amount of the reserve.



Auctions

2-5 SEPTEMBER

# AUBURN FALL

VIEW ALL LOTS ONLINE



## THE GLEN HAGUE COLLECTION

OFFERED ENTIRELY WITHOUT RESERVE

RM Auctions is delighted to announce that it will present The Glen Hague Collection, offered entirely without reserve, at its Auburn Fall sale. An impressive offering of more than 70 completely untouched, mostly FoMoCo motor cars and related parts, automobilia, and scooters—it represents a timewarp collection often unseen in today's world having been largely hidden away from onlookers for decades. Visit our website for a full listing of items offered at auction.

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RM AUCTIONS LIC. NO. 1800217/LICENSED AUCTIONEER BRENT EARLYWINE #AU 01049489

# BIDDERS' CONDITIONS OF BUSINESS

- 14.2. If RM contributes to the Hammer Price to meet a reserve, the reserve for the respective Lot(s) becomes the Hammer Price plus RM's contribution for purposes of commissions.
- 15. Absentee and Telephone Bidding.** Absentee and telephone bidding are services provided by RM for the Bidder's benefit, and RM cannot be held responsible for errors or omissions with respect to the bidding process, including failure to execute any bid. By submitting one or more bids, the Bidder has entered into a binding contract to purchase each Lot(s) if the Bidder's bid is successful. If the Bidder's bid is successful, the Bidder is to pay the Purchase Price plus applicable Expenses and Fees, including the Buyers' Premium and sales tax, if not otherwise exempt. It is the Bidder's responsibility to provide proof of exemption from sales tax. By participating in telephone bidding, the Bidder acknowledges that RM has the right to record all telephone calls.
- 16. Cancellation/Rescission of Auction.** RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the auction and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission, including but not limited to if RM believes the following events have occurred or have a reasonable chance of occurring:
- 16.1. Force Majeure events including but not limited to:
- 16.1.1. Any natural disaster, which despite reasonable efforts, restricts RM from holding the auction;
- 16.1.2. Structural damage to the auction venue prior to the auction, which despite reasonable efforts, restricts RM from holding the auction; and
- 16.1.3. Any terrorist event (including resulting governmental restrictions), pandemic, war, as well as any "guideline" or "recommendation" by government (local, state/province, federal/national) and/or accredited health organizations (including the World Health Organization) which despite reasonable efforts restricts RM from holding the auction in its contemplated form.
- 16.2. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to hold an auction that necessitate or make prudent a cancellation.
- 17. Cancellation/Rescission of Lot(s).** RM will use reasonable efforts to avoid cancellation/rescission; however, RM has the sole discretion to cancel/rescind the sale of a Lot(s) and will not be liable to the Bidder for any losses or damages resulting from the cancellation/rescission, including but not limited to if RM believes the following events have occurred or have a reasonable chance of occurring:
- 17.1. RM opines that the Lot(s) has been intentionally and materially misrepresented by the Consignor;
- 17.2. RM opines that physical damage to the Lot(s), which cannot be sufficiently repaired prior to the auction, occurred after this agreement was formed;
- 17.3. RM is served with a lawsuit or threatened with a dispute from a third party in relation to the Lot(s);
- 17.4. RM faces significant reputational damages that would cause monetary damages for offering or selling the Lot(s);
- 17.5. Material issues regarding title, registration, or transfer of ownership that cannot be reasonably cured or RM believes would expose it to claims or disputes from a third party;
- 17.6. Material issues regarding the provenance, merchantability, or authenticity of the Lot(s) that cannot be reasonably cured or RM believes would expose it to claims or disputes from a third party;
- 17.7. Government/court actions, orders, injunctions, regulations, laws, or non-compliance with applicable rules, regulations, or laws to sell the Lot(s) at the auction that necessitate a cancellation; or
- 17.8. If there are disputes, claims, accusations, notices, or similar communications made by the Buyer in regard to their purchase of a Lot(s) not being authentic, being misrepresented, having an encumbered title or registration, having undisclosed material issue, or having a similar claim, RM has the right to retain the Buyer's funds on account and be the arbitrator as to the merit of the Buyer's claims and to cancel or rescind the sale of the Lot(s) and reimburse the payment to the Buyer if RM in its sole discretion deems the Buyer's claims to be valid.
- 18. Online Services Are "As Available" and "As Is."**
- 18.1. Bidders may be able to bid via websites, telephone services, applications, RM's online platform, and tools (collectively "Services").
- 18.2. Although RM endeavors to keep the Services safe, secure, and functioning properly, RM cannot guarantee the continuous operation of or access to the Services or a Bidder's ability to connect and navigate the Services. Bid update and other notification functionality may not occur in real time. Such functionality is subject to delays beyond RM's control.
- 18.3. Bidders agree that they are making use of the Services at their own risk and that the Services are being provided to Bidders on an "AS AVAILABLE" and "AS IS" basis. Accordingly, to the extent permitted by applicable law, RM excludes all expressed or implied warranties, terms, and conditions, including but not limited to implied warranties of merchantability, fitness for a particular purpose, and non-infringement.
- 19. Bid Display.** RM may use a bid display in the salesroom for informational purposes only. The bid and currencies listed on the bid display are not real-time bids or conversions pegged to market rates and are not to be relied on by anyone. Errors and inaccuracies may occur in the operation of the bid display. To be clear, the bid price stated by the auctioneer is the prevailing and binding bid price.
- 20. Credit Card Hold and Pre-authorization.**
- 20.1. Please note that in order to register to bid at an RM sale, RM requires a hold and pre-authorization to be placed on the Bidder's credit card, which is dependent on the particular auction as listed in clause 20.2 ("CC Hold"), from the date of registration until the close of the auction. If the Bidder fails to pay for a Lot(s) purchased on or before 5:00 p.m. of the next business day following the auction, the Bidder acknowledges that their credit card will be charged the applicable CC Hold for the missed payment; please note that the Bidder is still bound to pay their remaining balance. The CC Hold will not be charged to their credit card if the Bidder makes full payment on or before 5:00 p.m. of the next business day following the auction. If the Bidder is not the Buyer of the Lot(s), the CC Hold will be removed from the credit card in accordance with the Bidder's specific credit card companies' procedures. Please note that RM may waive this requirement at its sole discretion.
- 20.2. A CC Hold as outlined below will be placed on the Bidder's credit card:
- 20.2.1. A US\$5,000.00 CC Hold for RMS American auctions;
- 20.2.2. A US\$2,000.00 CC Hold for RMA American auctions;
- 20.2.3. A €5,000.00 CC Hold for RM European auctions; and
- 20.2.4. A £5,000.00 CC Hold for RMS London, United Kingdom auctions.
- 21. Title Transfer.**
- 21.1. If the Buyer of a Lot(s) resides in an American state and, the purchased Lot(s) is titled in an American state, in an effort to ensure all titles are free and clear of liens or encumbrances, RM manages the process of title reassignment on behalf of the Buyer. Buyers will receive titles in the mail as soon as possible following the auction with a target of a maximum of 20 business days following the auction; however, please note that for reasons beyond RM's control, including any delays in lien releases by lien holder(s) and/or delays by Department of Motor Vehicles (or equivalent) in certain states, there are instances where the Buyer may not receive the title within 20 business days and, in those circumstances, RM will work to provide the titles to the Buyer as soon as possible. A US\$75.00 administration fee or its equivalent in local currency of the auction location (US\$85.00 in the State of California) will be assessed per motor car purchased, but this fee will not apply to nostalgia lots.
- 21.1.1. If a Lot(s) is rendered "Title in Transit", it is unlikely that the Buyers will receive the title in the mail within 20 business days following the auction; however, RM will work to provide the titles to the Buyer as soon as possible.
- 21.1.2. The Buyer acknowledges that delays in transferring titles, including due to delays at government Motor Vehicle departments happen from time-to-time and, the Buyer will hold RM harmless from any allegations of damages arising out of government delays.
- 21.2. If the Buyer of a Lot(s) resides outside the United States, RM will use its reasonable efforts to assist with the transfer of ownership; however, it is the responsibility of the Buyer to transfer ownership in compliance with their jurisdictional rules and regulations.
- 22. Removal of Purchased Lot(s).**
- 22.1. For RM American and European auctions, all purchased Lot(s) must be removed by the Buyer from either the auction site or the secure storage facility by the next business day by 5:00 p.m. in the applicable time zone where the auction is held ("**RM Removal Deadline**").
- 22.1.1. Specifically, for RM American auctions:
- 22.1.1.1. If a Lot(s) is not removed by the RM Removal Deadline, the Buyer will be charged a removal fee of up to US\$600.00 and a daily storage fee of up to US\$30.00 until the Lot(s) is removed.
- 22.1.1.1.1. Please note that for RM auctions in Auburn, Indiana, no removal fee will apply.
- 22.1.2. Specifically, for RM European auctions:
- 22.1.2.1. The Lot(s) will be moved by RM from the auction site immediately following the auction and taken to a secure storage facility and the Buyer will be required to pay RM a moving fee of up to €600,00 plus VAT per Lot(s).



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# BIDDERS' CONDITIONS OF BUSINESS

- 22.1.2.2. If a Lot(s) is not removed by the RM Removal Deadline, the Buyer will be charged a daily storage fee of up to €40.00 plus VAT per Lot(s) until the Lot(s) is removed.
- 22.1.2.3. Specifically, if a boat lot is not removed by the RM Removal Deadline, RM will remove the boat lot, and the Buyer is required to pay RM a removal fee plus VAT per boat lot and a daily storage fee plus VAT per boat lot. The removal fee and daily storage fee for a boat lot will be determined based on the size of the boat lot and therefore cannot be confirmed until the boat lot is consigned.
- 22.2. For RMS London, United Kingdom, auctions:
- 22.2.1. All purchased Lot(s) will be moved by RMS from the auction site immediately following the auction and taken to a secure storage facility AND the Buyer will be required to pay RMS a moving fee of up to £600.00 plus VAT per Lot(s).
- 22.2.2. If the Lot(s) is not removed by noon on the next business day in the jurisdiction where the auction was held, the Buyer will be charged a daily storage fee of up to £40.00 plus VAT per Lot(s) until the Lot(s) is removed.
- 22.3. Please note that the Buyer is required to insure their Lot(s) while the Lot(s) is being stored on their behalf.
- 22.4. If the Lot(s) is not removed for one calendar year from the RM Removal Deadline and other arrangements have not been made, RM has the right to (i) auction the Lot(s), (ii) retain its standard Buyers' Premium and other applicable Expenses and Fees, and (iii) return the remaining payment to the Buyer.
- 23. Legal Action.**
- 23.1. The governing law and jurisdiction for any legal action will correspond with the currency that the Lot(s) is offered in, as follows:
- 23.2. For Lot(s) consigned in USD: These Conditions of Business shall be interpreted in accordance with the laws of the State of Michigan, U.S., without regard to choice of law principles. Any dispute, claim, or controversy arising out of or relating to these Conditions of Business or the breach, termination, enforcement, interpretation, or validity thereof, including the determination of the scope or applicability of these Conditions of Business shall exclusively be subject to arbitration, and shall first be subject to mediation as a condition precedent to arbitration. If mediation is unsuccessful, the parties shall proceed to arbitration near Detroit, Michigan, before one arbitrator and all proceedings shall be conducted in English. The mediation and arbitration shall be administered by the American Arbitration Association pursuant to the AAA Commercial Arbitration Rules and Mediation Procedures. Judgment on the award may be entered in any court having jurisdiction. This clause shall not preclude the parties from seeking provisional remedies in aid of arbitration from a court of appropriate jurisdiction. In the event that either party brings action against the other, arising from or relating to this auction, the prevailing party, as determined by the arbitrator or court, shall be entitled to recover its reasonable attorneys' fees and costs, including through appeals. To the fullest extent permitted by law, the Bidder agrees that the maximum liability of RM arising out of or related to these Conditions of Business or any claim or dispute between the parties regarding the Lot(s) or the
- auction shall be the Buyers' Premium that would have been due under clause 8 of these Conditions of Business had the Lot(s) (a) met their reserve; (b) if offered without reserve, then the Lot's published low estimate; or (c) if no published low estimate, then the Lot's fair market value as determined by RM.
- 23.3. For Lot(s) consigned in EURO or British Pounds: These Conditions of Business shall be interpreted in accordance with the laws of England, without regard to choice of law principles. Any dispute, claim, or controversy arising out of or relating to these Conditions of Business or the breach, termination, enforcement, interpretation, or validity thereof, including the determination of the scope or applicability of these Conditions of Business to arbitrate, shall exclusively be subject to arbitration, and shall first be subject to mediation as a condition precedent to arbitration. If mediation is unsuccessful, the parties shall proceed to arbitration in London, England, before one arbitrator, and all proceedings shall be conducted in English. The mediation and arbitration shall be administered by JAMS pursuant to its Comprehensive Arbitration Rules and Procedures or pursuant to JAMS' Streamlined Arbitration Rules and Procedures. Judgment on the award may be entered in any court having jurisdiction. This clause shall not preclude the parties from seeking provisional remedies in aid of arbitration from a court of appropriate jurisdiction. In the event that either party brings action against the other, arising from or relating to the auction or the Lot(s), the prevailing party, as determined by the arbitrator or court, shall be entitled to recover its reasonable attorneys' fees and costs, including through appeals. To the fullest extent permitted by law, the Bidder agrees that the maximum liability of RM arising out of or related to these Conditions of Business or any claim or dispute between the parties regarding the Lot(s) or the auction shall be the Buyers' Premium that would have been due under clause 8 of these Conditions of Business had the Lot(s) (a) met their reserve; (b) if offered without reserve, then the Lot's published low estimate; or (c) if no published low estimate, then the Lot's fair market value as determined by RM.
- 24. Packing and Shipping.** RM is not responsible for the acts or omissions in our packing or shipping of purchased Lot(s) or of other carriers or packers of purchased Lot(s), whether or not recommended by RM. Packing and handling of purchased Lot(s) are at the entire risk of the Buyer.
- 25. Data Use.** The Bidders agree to allow RM to use their personal information in accordance with RM's Privacy Policy. RM uses your personal information to provide services specifically tailored toward your requirements and to treat you in a personal way; to fulfill your agreements regarding the consignment and purchase of items at RM auctions, the auction, and private sales; to provide you with information on upcoming sales; to carry out analysis and market research; to undertake targeted online advertising; to send status updates and service communications; to improve our websites, products, and services; to provide payment services; and for management and administrative purposes. The full Privacy Policy can be found at the bottom of the RM website homepage under the Privacy & Terms tab. If you wish to ask any questions regarding the use of your personal information, to request a full accounting of what personal information is on file with RM, or to unsubscribe to any services or purge your personal information from RM's systems, please email [privacy@rmsothebys.com](mailto:privacy@rmsothebys.com).
- 26. Anti-Money Laundering.** The Bidder agrees to provide all information and assistance reasonably requested by RM to comply with RM's internal Anti-Money Laundering process and to comply with any and all applicable Anti-Money Laundering Laws and Regulations.
- 27. Entire Agreement.** This document shall be binding upon the parties and their respective heirs, personal representatives, and assigns. Except as otherwise expressly provided herein, these Conditions of Business shall not be modified, except in writing. Whenever used in these Conditions of Business, as the contract requires, the singular number shall include the plural, the plural number shall include the singular, the masculine gender shall include the feminine and neuter, the feminine gender shall include the masculine and neuter, and the neuter gender shall include the masculine and feminine.
- 28. Translations.**
- 28.1. If there is a discrepancy, contradiction, or question of interpretation regarding enforceability between the English version of the Conditions of Business and a version of the Conditions of Business produced in a language other than English, the English version of RM's Conditions of Business will supersede.
- 28.2. If there is a discrepancy, contradiction, or question of interpretation in a description for a Lot(s), in print, online, or otherwise between the English version of the description and a version produced in a language other than English, the English version will supersede.
- 29. COVID-19 Assumption of Risk and Waiver of Liability.** If attending the auction in person, the Bidder agrees to the following:
- 29.1. The Bidder and any guests in the Bidder's party, acknowledge the potential risks associated with COVID-19 exposure and voluntarily assume all risks related to exposure to COVID-19.
- 29.2. The Bidder agrees not to hold RM or any of their affiliates, directors, officers, employees, agents, contractors, third parties, vendors, guests, or volunteers liable for any issues associated with COVID-19 exposure.
- 29.3. If the Bidder has recently tested positive for COVID-19 or are experiencing any symptoms of COVID-19 including, but not limited to, fever, dry-cough, tiredness, aches and pains, difficulty breathing, shortness of breath or, have been in contact with someone with COVID-19 or suspected COVID-19, the Bidder will not be permitted to attend the auction.
- 29.4. By attending the auction, the Bidder agrees to submit to a temperature check and to wear a mask at all times. The Bidder will only be exempt from wearing a mask while eating or, if the Bidder has been diagnosed with a medical condition that prohibits the wearing of a mask.
- 29.5. If the Bidder refuses to submit to a temperature check and/or does not wear a mask as outlined, the Bidder must leave the auction premises immediately and/or the Bidder will be escorted from the auction premises by security and, no refunds will be provided.
- 29.6. Information provided during bidder registration may be used in accordance with governmental COVID-19 rules and regulations and in accordance with RM's Privacy Policy.
- FOR RM CALIFORNIA AUCTIONS SPECIFICALLY:**
- 30. Notice to Buyers as Required by the California Department of Motor Vehicles Code Section 11729.** Failure of RM to comply with the terms of this agreement may be in violation of statute, which could result in criminal or administrative sanctions, or both. If you feel RM has not complied with the terms of this agreement, please contact an investigator of the Department of Motor Vehicles.



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# BIDDERS' CONDITIONS OF BUSINESS

- 31. Contract Cancellation Agreement.** In the event of a successful bid, if a Lot(s) has a combined hammer price and Buyers' Premium equaling less than US\$40,000, under the Car Buyer's Bill of Rights (FFVR 35), RM is required to offer a 2-day contract cancellation option agreement to the successful Buyer. If the Buyer exercises this contract cancellation option, RM is obligated to return any funds paid by the Buyer and cancel the sale. If the sale is canceled, RM is under no obligation to pay the Consignor for the Lot(s), and the Lot(s) will be deemed to have not sold.
- 32. Lot(s) Exhaust Warning.** Operating, servicing and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to [www.P65Warnings.ca.gov/passenger-vehicle](http://www.P65Warnings.ca.gov/passenger-vehicle).
- FOR RM EUROPEAN AUCTIONS SPECIFICALLY:**
- 33. Lot(s) Under Temporary Import.**
- 33.1. A temporary import bond is used in all EU sales. If a Lot(s) is brought into the EU from a country outside of the EU, the Lot(s) must be placed on either RM's bond in the United Kingdom or one of RM's nominated customs agencies for Paris, Monaco, or Italy. Fees and charges vary from sale to sale, and for some countries, this is also determined by the value of the Lot(s).
- 33.2. Lot(s) subject to temporary importation restrictions cannot be discharged from RM's custody without the completion of customs procedures and until full payment has been received. Customs charges will be levied appropriately depending on each individual scenario and will be payable directly to the relevant authorities, which RM will provide the details of as and when necessary.
- 33.3. Should the Buyer decide for the Lot(s) to remain in the EU when purchased, the Buyer is responsible to pay any and all import fees for the Lot(s).
- 34. Consumer Protection Rights.** If the Consignor is a Business (defined below) AND the Buyer is a consumer AND the consumer has a right of withdrawal against the Consignor on the basis of EU consumer protection laws, the Buyer has the automatic statutory right for 14 calendar days after the Close of Lot (drop of hammer) to rescind the sale of the Lot(s). Nothing in this clause 34 shall affect any Buyer(s) legal rights that shall apply against the Consignor as a result of any applicable laws.
- 34.1. The definition of Business for these Conditions of Business is a natural person or legal entity in the business of selling automobiles and acting for purposes relating to such business ("**Business**").
- 34.2. RM reserves the right to make the reasonable determination as to whether a Consignor meets the definition of Business.
- 34.3. Bidders who exercise this right is responsible for any and all expenses associated with the Lot(s) including, but not limited to, transportation, duty, storage, insurance, and taxes.
- 34.4. If the Bidder exercises this right, they are advised to insure the Lot(s) until the Consignor re-takes possession of the Lot(s).



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Rolex Daytona, wristwatch, estimate £36,000–62,000. **Sold for £121,000**  
Diamond brooch, estimate 16,500–22,000 CHF. **Sold for 30,000 CHF**

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**1996 Porsche 911 GT2**  
*Sold for \$891,000*

**PALM BEACH**  
20-28 MARCH 2020

Total Sales: **\$13.7M**  
Total Lots: **280**  
Total Bidders: **889**  
Countries Represented: **43**  
New Bidders: **36%**



**2017 Ford GT**  
*Sold for \$836,000*

**DRIVING INTO SUMMER**  
21-29 MAY 2020

Total Sales: **\$16.4M**  
Total Lots: **217**  
Total Bidders: **574**  
Countries Represented: **36**  
New Bidders: **24%**



**2020 Porsche 935 'Martini'**  
*Sold for €1,320,000*

**THE EUROPEAN SALE**  
FEATURING THE PETITJEAN COLLECTION  
3-11 JUNE 2020

Total Sales: **€19.2M**  
Total Lots: **213**  
Total Bidders: **982**  
Countries Represented: **48**  
New Bidders: **41%**



**1964 FERRARI 250 GT/L  
BERLINETTA LUSSO  
by Scaglietti**  
*Sold for \$1,496,000*

**SHIFT/MONTEREY**  
14-15 AUGUST 2020

Total Sales: **\$30.4M**  
Total Lots: **116**  
Total Bidders: **504**  
Countries Represented: **36**  
New Bidders: **22%**



**2021 FERRARI ROMA**  
*Sold for \$600,000*

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CHILDREN**

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Online Only



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Sold for \$4,290,000 at RM Sotheby's  
Online Only, Shift/Monterey auction

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6-13 OCTOBER

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OCTOBER**

1-8 DECEMBER

**OPEN ROADS,  
DECEMBER**

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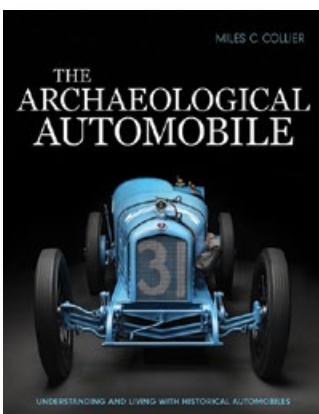
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FRIDAY, 13 AUGUST 2021

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AVIATION**



**Lot 254**  
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